2023 Rule Book

PROVISIONAL

Updated
12/30/2022

Central Motorcycle Roadracing Association, Inc.
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www.cmraracing.com

INTRODUCTION

The Central Motorcycle Roadracing Association (CMRA) grew out of another organization, the Central Road Racing Club, which was incorporated in 1974. The CRRC's founder was Lou Linden, a University of Texas law student at that time. 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 license holders. The CMRA is managed by a Board of Directors elected by popular vote of the CMRA license holders. The CMRA employs a full-time Administrator and Director of Competition with event operations manned by CMRA staff.

Two and three-day events are held on weekends from February through November at tracks in Texas and Oklahoma. Events feature sprint races (usually 6 to 8 laps) and endurance races (teams of up to 5 riders, 4 to 8 hours long). The CMRA has race classifications for riders as young as eight years old and motorcycles from 50cc mini's up to unlimited displacement Formula 1 machines.

CMRA events are sanctioned by the American Motorcyclist Association (AMA). In order to participate in CMRA competition a valid AMA Membership is required.

Special emphasis is placed on family participation in the sport. Many multi-generation families enjoy participation in both on-track racing and support roles, or just sharing in the fun of the events as spectators and racing fans.

The CMRA is second to none in terms of the National and World Champions that began their careers with the CMRA. 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 license holders, 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.

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

The CMRA Hall of Fame was established to honor those CMRA license holders 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
2014 Michael Martin
2015 Dane Westby
2017 The Hayden Family

2022 CMRA CHAMPIONS

Heavyweight Expert: JC Camacho
Middleweight Expert: Kyle Coles
Lightweight Expert: Walter Walker III
Ultra Lightweight Expert: Dezrae Caldwell
Rookie Expert: Ross Brady
Novice Champion: Parker Williams
Overall Ultra Lightweight Endurance Series: Village Idiots

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DISCLOSURE

CMRA Right of Refusal – CMRA, at its sole discretion, reserves the right to refuse participation in any event, or the issuance of a CMRA Competition License or Non-Competition License to any person for whatever reasons it deems appropriate.

The CMRA reserves the right to levy and collect fines against any license holder 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.

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Rules added or revised for 2023 are noted in **bold and underlined text**.
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CMRA 2023 Season Schedule

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

February 24-26	**MSR Houston (MSRH) Angleton, Texas** **Friday: Ridesmart Motorcycle School and CMRA License School** **Saturday: Mini, ULW, & Championship Sprints; 5-Hr ULW Endurance** **Sunday: ULW, & Championship Sprints**
March 31-April 2	**Hallett Motor Racing Circuit (HMRC) Hallett, Oklahoma** **Friday: CMRA Racer Practice and License School** **Saturday: Mini, ULW, & Championship Sprints; 6-Hr ULW Endurance** **Sunday: ULW, & Championship Sprints**
April 28-30	**MSR Houston (MSRH) Angleton, Texas** **Friday: Ridesmart Motorcycle School and CMRA License School** **Saturday: Mini, ULW, & Championship Sprints; Solo 30; TBA** **Sunday: ULW, & Championship Sprints**
May 26-28	**Hallett Motor Racing Circuit (HMRC) Hallett, Oklahoma** **Friday: CMRA Racer Practice and License School** **Saturday: Mini, ULW, & Championship Sprints; Solo 30; TBA** **Sunday: ULW, & Championship Sprints**
June 30-July 2	**MotorSport Ranch (MSR) (clockwise) Cresson, Texas** **Friday: Ridesmart Motorcycle School and CMRA License School** **Saturday: Mini, ULW, & Championship Sprints; 6-Hr ULW Endurance** **Sunday: ULW, & Championship Sprints**
August 4-6 **	**Eagles Canyon Raceway (ECR) Decatur, Texas** **Friday: CMRA Racer Practice and License School** **Saturday: Mini, ULW, & Championship Sprints; 6-Hr ULW Endurance** **Sunday: ULW, & Championship Sprints**
August 25-27	**MotorSport Ranch (MSR) (counter clockwise) Cresson, Texas** **Friday: Ridesmart Motorcycle School and CMRA License School** **Saturday: Mini, ULW, & Championship Sprints; Solo 30; TBA** **Sunday: ULW, & Championship Sprints**
September 29-October 1	**Hallett Motor Racing Circuit (HMRC) Hallett, Oklahoma** **Friday: CMRA Racer Practice and License School** **Saturday: Mini, ULW, & Championship Sprints; 6-Hr ULW Endurance** **Sunday: ULW, & Championship Sprints**
October 27-29	**MSR Houston (MSRH) Angleton, Texas** **Friday: Ridesmart Motorcycle School and CMRA License School** **Saturday: Mini, ULW, & Championship Sprints; 5-Hr ULW Endurance** **Sunday: ULW, & Championship Sprints**

Visit www.ridesmart.info to sign up for Friday practice with Ridesmart Motorcycle School

Friday CMRA Racer Practice is open to Licensed Racers and persons registered for the CMRA License School on that day (included in School Fee).

SERIES TOTALS: Sprints - 9 rounds; Solo 30 - 3 rounds; Ultra Lightweight Endurance - 6 rounds / 34 hours total.

• *Solo 30* when scheduled is always *two* 30-minute sprint races with HW/MW classes racing separate from LW/ULW classes.

**** (tentative) Event features North American Talent Cup**

Overnight Camping Available

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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, Director of Competition, or Race Director.

Riders presenting proof of a current road racing license with an approved organization may be issued, at no charge, a reciprocal CMRA License of the same status valid for participation in two CMRA events. Among the approved organizations are: AFM, AHRMA, ASMA, ASRA, CCS, CMRA (Canada), CRA, FIM, HRRA, LRRS, MRA, MotoAmerica, OMRRA, RACE, SMRI, TMGP, USBA, USGPRU, WERA, WMRRA and WSMC. Riders who participate with a reciprocal License are responsible for reading and complying with the CMRA rulebook. Riders participating with a reciprocal License will be gridded per CMRA rules, as listed elsewhere in this rulebook. Contingency and event awards will be available to these riders, but series 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.

Riders who wish to receive CMRA sprint series points or wish to participate on an endurance team receiving CMRA endurance series points but do not wish to purchase a full season License may purchase a one-event 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-event License. The one-event license is available to riders who are qualified to receive a Novice or Expert License under the reciprocal License clause above or are eligible to renew their lapsed CMRA License as provided in these rules.

License holders who have held a CMRA License for 10 to 14 years may apply for a License fee discount beginning with their 11th consecutive-year renewal. License holders who have held a CMRA License for 15 years or more may apply for an additional license fee discount beginning with their 16th consecutive-year renewal. All of the following requirements must be satisfied to qualify under this rule:

a) The license holder must hold an annual Provisional Novice, Novice or Expert CMRA Competition License in good standing each year consecutively for the number of years required with no gap or lapse in licensing or standing.

b) Junior Motard Licenses, One-weekend licenses and free reciprocal licenses are not applicable for this purpose.

c) All Licenses must be paid before license fees are prorated in June each year.

d) When first applying under this rule the License Holder must provide documentation acceptable to the Administrator demonstrating compliance with these requirements such as copies of license cards or printed race results.

e) The license holder must continue to consecutively and without gap or lapse renew their discounted/fee-waived license before license fees are prorated in June each year.

f) Any gap or lapse in meeting the requirements of this rule will result in loss of the discounted/fee-waived license privilege and re-start of the qualifying requirement periods under 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 and will be awarded as described in Section 6.4. Numbers 11-99 are reserved for active Expert status sprint riders. Any Expert status rider who fails to score points in at least six (6) sprint races in the three (3) calendar years immediately preceding the year of their license application or renewal will not be considered active and may not be assigned a two digit number. **Riders may request a one year extension to complete the required 6 sprint races needed to retain their 2 digit number. A $200 extension fee will apply.** There may be more Expert riders than numbers available, and these riders will be assigned three digit numbers.

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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 and must meet the requirements described in Section 1.3. Junior Motard is a special license status described in Section 1.4.

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 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 may apply for advancement to Expert status at any time by submitting a written request to the CMRA office. The CMRA Advancement Committee will review all applications for advancement.

Novice riders finishing in the top three (3) in final season point standings in all CMRA Novice and Combined (no Expert/Novice differentiation) sprint classes will be eligible for promotion to Expert status at the end of the racing season. Novice rider's individual finishes, lap times, safety records, and the ratio of rider results to the number of riders will also be considered. Novice riders who exhibit Expert level skills and levels of performance may be asked to voluntarily be promoted to Expert.

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 Advancement Committee

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 CMRA Advancement Committee.

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.

Expert status riders are prohibited from wearing a yellow colored shirt over their leathers.

1.3 Provisional Novice / 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. CMRA License Schools are provided only by organizations specifically authorized by the CMRA. Contact the Administrator for a current list of authorized providers.

Provisional Novice riders may enter Novice sprint classes, Combined (no Expert/Novice differentiation) classes, Solo 30, and Endurance Series.

Provisional Novice riders are required to wear a solid yellow colored shirt over their leathers whenever they are on the track for any purpose. Provisional Novice riders must continue to wear the yellow colored shirt until they have been issued a Novice status License. Provisional Novice riders who fail to wear a yellow colored shirt over their leathers when on the track will be shown a black 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 event as part of their Provisional Novice requirements.

Provisional Novice riders must qualify for a Novice status License by submitting their Provisional Novice License with all required signatures proving completion of the following

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requirements to the Chief Registrar within twelve (12) months of the date on the accepted school graduation certificate:

a) Provisional Novice riders must complete a minimum of two sprint races each event at two separate events without crashing at any time during that event (including practice) before qualifying for a Novice status License. If a rider is limited to entering only one race at each event due to age requirements, machine limitations, or other circumstances approved by the Chief Registrar, they will be allowed to fulfill the race entry requirement by entering one race each of four separate events. 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).

b) Provisional Novice riders are required to complete two days of work as a Flag or Track Marshal before qualifying for a Novice status License. Riders may work as a Flag or Track Marshal on Friday, Saturday and/or Sunday but may not work the same day twice for credit toward this requirement. Riders must have paid for their License prior to scheduling marshaling. In some cases a rider may be allowed to provide a substitute to work one (1) of their required days of marshaling OR may provide two (2) events of Airfence pack-up assistance in lieu of one (1) of their required days of marshaling; prior approval from the Chief Corner Marshal is required for these options. Marshaling is by reservation only. Riders must schedule marshaling using the on-line forum designated for that purpose in the CMRA message board or through the CMRA social media posts for each event. Riders under the age of 16 are required to fulfill one day of marshaling and must be accompanied for that day by a parent or legal guardian.

c) Provisional Novice riders must secure the signature of a Registration Official as proof of fulfilling each event completion requirement and must secure the signature of the Chief Corner Marshall as proof of fulfilling each marshaling 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 event that the requirement is satisfied in order to receive recognition for fulfilling the requirement. Failure to secure proof of fulfilling a Provisional Novice requirement at the event that the requirement is fulfilled will require the rider to repeat that requirement.

1.4 Junior Motard Classification

Junior Motard is a classification 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.

All riders must have a Junior Motard License, which is acquired by attending the CMRA Junior Motard Riders School available free of charge Saturday morning at all CMRA events where Formula Mini Sprint races are run.

Riders advancing from a Junior Motard License to a Provisional Novice License must meet all of the requirements described in Section 1.3.

1.5 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.

The age limit for Formula 8 is 10-12 years old. The rider must be 10 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 Superstock/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.

Riders under age 13 will not be considered for advancement to Expert status unless requested by their parents/guardians. The CMRA Advancement Committee reserves the right to deny such requests

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SECTION 2 - OFFICIALS, DIRECTORS, AND COMMITTEES

Some Event 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 event staff as required.

Except as noted below Event Officials and staff must be a current Competition License Holder of the CMRA. Officials and staff not holding a Competition License are provided a Non-Competition License free of charge.

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

Advancement Committee – Reports to the Director of Competition; Consisting of the Race Director, Safety Officer, Riders Representative and two additional members appointed by the BoD. The Advancement Committee will be responsible for reviewing Novice riders requests for advancement to Expert status.

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

Awards Official - Reports to the Race Director; 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 and are not considered Event Officials or staff. The final authority on race day is the Race Director. A rider wishing to appeal any decision made by the Race Director or Director of Competition may use the procedures outlined in Section 8.2.

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

Chief Technical Inspector - Reports to the Race Director; 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 Sections 5.2 and 5.3

Chief Registrar - Reports to the Race Director; responsible to receive License applications and race entries submitted at events. The Chief Registrar is responsible to receive Protests as described in Section 8.1.

Flaggers and Track Marshals - Report to Race Control once they have been trained, assigned a flag post or track marshals post and report for duty. Flaggers and Track Marshals are not required to be license holders of the CMRA.

Recovery Vehicle Operator and Safety Team (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; assists the CMRA Administrator in the business operations of the CMRA. The Director of Competition will be responsible for negotiating contracts and agreements with venues and ambulance providers, updating and amending the CMRA rules and rulebook, preparing season and event schedules, approving license school providers, and all aspects of event staffing. A rider wishing to appeal any decision made by the Director of Competition may make that appeal using the procedures outlined in Section 8.2.

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

Gate Officials – Report to the Race Director; 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.

Medical Liaison – Reports to the Race Director; responsible for inspecting EMS units to ensure that they are properly equipped and staffed.

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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.

Paddock Manager - Reports to the Race Director; responsible for paddock layout, vendor placement, parking, and policing pit bikes.

Announcer - Reports to Race Control and is responsible for providing timely and accurate race calls. The Announcer is also responsible for setup and takedown of radio broadcasting equipment and the CMRA remote PA system.

Race Control - Reports to the Race Director; responsible for management of the Flaggers, Track Marshals and flags during the event.

Race Director - Designated by the BoD; responsible for overall control of events. The Race Director will be responsible for declaring an event wet. A rider may seek a ruling on any matter concerning the race and the application of CMRA rules from the Race Director, whose judgment will be final at that event. A rider wishing to appeal any decision made by the Race Director may use the procedures outlined in Section 8.2.

Riders Representative – Reports to the Race Director; responsible for bringing the questions and concerns of the license holders to the Race Director, also works to resolve conflicts between competitors.

Safety Officer – Reports to the Race Director; responsible for course set up, placement of safety equipment and personnel, and certifies the course ready for competition. The Safety Officer also serves as the head of the Safety Committee.

Scoring Team - Reports to the Race Director; responsible for grid sheets, scoring, timing, and results. The 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.

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

Technical Advisory Committee (TAC) – Consisting of the Chief Technical Inspector and license holders appointed by the Director of Competition, the TAC advises the Director of Competition on matters relating to machine classification (performance indexing), technical rule development / interpretation and evaluation of technical protests.

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 events are responsible to promptly follow the directions or instructions of all Event 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 Race Director. While promptly complying with such directions or instructions, an appeal may be made to the Race Director.

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 credential at all times. Riders without a credential will not be allowed to post-enter or go through Technical Inspection. Those found without a valid credential may be removed from the property. **Season Credentials may be obtained in advance from the CMRA Office. Single event credentials** are to be obtained from authorized personnel upon entering the property and any fraudulent use of a credential by any person will result in penalties being levied against them and/or the rider they are with. Persons with fraudulent credentials may also be prosecuted to the fullest extent of the law.

No one may access the racing surface on a motorcycle without registering, executing a Release and Hold Harmless Agreement, being issued a proper credential and passing CMRA Technical Inspection. Any 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

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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 Race Director will make the final decision to allow or not to allow participation based on the results of the/those examination(s).

Pets are welcome at all CMRA events.

a) **Each pet is subject to a $10 per event ($70 for season) pet fee.**
b) **Pets MUST be up to date on all vaccinations.**
c) **Pets MUST be on a leash at all times when outside of RVs, vehicles, trailers, etc.**
d) **Pets MUST NOT be left unattended and or tied up to trailers, RVs, vehicles, canopies etc.**
e) **Pets will not be allowed in Registration, Tech, or Hot and Cold Pit areas.**
f) **Pets exhibiting aggressive behavior will not be allowed. Owners will be asked to remove the pet from the facility immediately.**
g) **Pet owners are responsible for cleaning up their pets feces.**
h) **Any violation of these rules will result in the loss of pet privileges for the remainder of the season.**
i) **If a facility has a more restrictive pet policy, that policy will supersede the CMRAs pet policy.**

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

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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 **race** 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 Race Director may at any time levy fines or revoke the racing privileges of any rider, or have a Team Owner, team manager, crew member, or spectator removed or barred from further events for unsportsmanlike conduct, acting improperly, being abusive, fighting, disobeying instructions, harassing officials or other riders, entering restricted areas, or affecting overall event 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.

Operation of drone (pilotless) aircraft anywhere within or above the outermost limits of any facility where a CMRA event is conducted is PROHIBITED between sunrise and the end of the last race of each day (or practice session if a practice session is the last on-track activity that day). Operation of drone aircraft is PROHIBITED after sunset and before sunrise. The Race Director may direct that any drone operation deemed to create a nuisance or hazard at any time shall cease. The CMRA reserves the right to operate its own drones, or to permit on a case-by-case basis the third-party operation of drones for promotional purposes deemed to be in the interest of the CMRA, at any time during any event.

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 event schedules or in a separate document. To be eligible riders must do the following:

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.

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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 event 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 US mail or email. Forms submitted by email must have “Event Pre-entry” in the email subject line and must be a PDF ATTACHMENT to the email; photos of pre-entries will not be accepted; forms embedded in the body of the email will not be accepted. Email 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 at the event. These are forms that are to be completed at the track and brought to Registration during regular registration hours. There is a $20.00 fee added to post-entry registration at the track.

Dishonored checks, disapproved charge cards or any other indebtedness to the CMRA 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. Check writing and/or charge card privileges will be withdrawn from chronic offenders or those who do not repay outstanding balances within 30 days of written notification from the CMRA. Any dishonored checks, disapproved charges, or any other indebtedness to the CMRA which are not fully resolved within 30 days of notification to the license holder will result in loss of all points earned to the date of notification and a loss of license status, including license tenure. An appeal must be made in writing to the Board of Directors for license reinstatement consideration (without tenure). A Board vote of 2/3’s approval must be reached.

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 Race Director does not cancel the event.

Pre-Entry Refunds

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

b) Pre-entries paid by credit or debit card may be charged at any time after closing of the pre-entry submittal deadline. Written pre-entry cancellations received at the CMRA office prior to processing payment will not incur any fee.

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c) Written pre-entry refund requests received after processing of payment, whether by 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 equal to 100% of registration fees, less a $20 administrative fee.

f) All refunds will be made in the form of the original payment or by entry voucher (a check will be issued if the original payment was cash). Refunds in the form of an entry voucher will not incur an 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 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

e) All refunds will be made in the form of the original payment or by entry voucher (a check will be issued if the original payment was cash). Refunds in the form of an entry voucher will not incur an administrative fee.

3.6 Cancellation of Race or Event

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

If a single race or class is cancelled due to track conditions at an event, 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 Event 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 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 Race Director, 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.

For all sprint classes 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. For events with double header sprints, grid positions for race two will be determined by the results of race one followed by order of entry for riders that did not enter race one. 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

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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.

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 and the CMRA team channel 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.

3.9 Practice Starts

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

The practice start areas will be clearly marked with a signs and cones. Practice starts may only be performed after the checkered flag has been displayed in practice. Performing a practice start before the checkered flag is displayed or outside of the designated areas will result in penalties including grid adjustments. Monetary fines may be levied for repeat offences.

3.10 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 team channel. 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 Event 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

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track unless instructed by an Event 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 infractions is listed in Section 7.3. 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 to be displayed at all marshal posts through Race Control. If the grid can be cleared quickly, the field will be given a second warm-up lap and immediately be re-gridded and the original race distance will be shortened by one lap. If there is a delay, the field will be sent back to the paddock and calls to the grid will be given a second time prior to a full restart.

3.11 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 or pit lane unless explicitly instructed to do so by Event 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 beginning and end of pit road will be clearly marked by signs. Violators will be fined and/or penalized.

Any rider who runs off the track must re-enter the course safely and without attempting to cut the course unless instructed to do so by an Event Official or Marshal. 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 an Event Official. At the discretion of the Race Director, a rider found guilty of unsafe or unsportsmanlike riding techniques or taking overt action to impede, harass or distract other riders on the track may, along with their team, be disqualified, fined, suspended or all three. If a rider's actions as outlined above result in the injury of another rider or riders (or damage to their equipment), the guilty rider may be suspended for any time period up to and including a permanent suspension, at the discretion of the Race Director.

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

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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 Race Director, be removed from the track for the event. 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.

3.12 In the Event of a Crash

In the event a crash occurs (handlebar touches ground), before re-entering the track the machine and the rider's helmet must be inspected by the nearest Marshal or Event Official for leaks and damage. If the Marshal approves, the machine can then 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 Safety Team will be dispatched as quickly as safely possible to return the machine to its pit. Machines will be recovered in the order of incidents unless safety or convenience considerations dictate otherwise.

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

The rider's helmet must be examined by a CMRA Official promptly after a crash before the rider resumes any on-track activities including practice or competition.

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 Race Director or by Safety Team 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.

3.13 Timing and 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 may not be scored.

The CMRA uses transponder-dependent electronic timing and scoring exclusively. 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 3.15. Any laps run during sprint or endurance races without a properly functioning transponder as defined in Section 3.14 will not be timed or scored. A rider participating in any session without a properly functioning transponder may be shown the black flag and required to report to the Steward at pit-in immediately.

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

Results are posted shortly after the conclusion of the race. An announcement is made over the PA system and the CMRA team channel 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 interrupted with less than half the total distance run, it may be restarted. Halfway is defined as the entire field on the lead lap having received the halfway flag. If the race is restarted, riders will be re-gridded according to their original starting position on the grid. The restarted event may be shortened at the discretion of the Race Director.

If a sprint race is interrupted after half of the total distance has been run, Event 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 race interruption.

Any rider(s) who causes the race interruption (as determined by Event Officials) and is able to restart may do so only from the last position on the grid. Any rider(s) who causes the race interruption (as determined by the Event Officials) and is unable to restart (or if the race is not

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restarted) will be scored in last place in the final sprint results. Riders that take the original start but do not take the final restart will be scored in last place behind any rider that took the final restart but failed to finish.

3.14 Transponders

The CMRA uses transponder-dependent electronic timing and scoring exclusively. Riders are required to have a properly functioning transponder mounted to their machine as described in this section whenever they are on the track for any purpose, including practice sessions.

Whenever used in these rules "transponder" shall mean an AMB TranX 260 Transponder™ or MYLAPS Bike Transponder™ or MYLAPS TR2 Bike Transponder™ or MYLAPS X2 Bike Transponder™ complete with the mounting bracket designed specifically for each transponder.

A transponder is deemed to be properly functioning when it is recognized with the number on the race entry form 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.

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.

The Transponder must be mounted using the mounting bracket specifically designed for the transponder. The transponder must be mounted vertically (long axis parallel with the fork tube and with the 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 an Event Official standing next to the machine without removal of any covering or mounting piece.

SECTION 4 - FLAGS AND COMMUNICATION LIGHTS

Flags and/or lights may be used to communicate to riders on the track. Whenever reference is made to a flag in these rules that reference shall be understood to include reference to the lighting equivalent described in this section. 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.

Waving Green Flag / Flashing Green Light – Indicates clear track conditions. A green flag may be used to start races if starting lights are not available.

Starting Lights – Starting lights 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.

Stationary Yellow Flag / Solid Yellow Light - Indicates a potentially dangerous situation on or near the track or a slower moving motorcycle. Passing for position under a stationary yellow flag is NOT allowed and the offending rider will be assessed a penalty.

Waving Yellow Flag / Flashing Yellow Light - 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 / Flashing Red Light – Indicates a race interruption. The Starter and all flag posts will display a red flag / flashing light. When riders see a red flag / red flashing light 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 with Orange Dot (Meatball 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 flag or marshals post. 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 - The rider must complete the current lap and report immediately to the Event Officials on pit lane. This flag may be used in any other situation where Event 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 - The adhesion on this section of the track could be affected by any reason other than rain.

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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.

White Flag with Diagonal Red Cross – Indicates drops of rain on this section of the track.

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 - TECHNICAL INSPECTION AND EQUIPMENT STANDARDS

5.1 Technical Inspection

Helmets and machines must go through Technical Inspection each race event.

A rider must bring for Technical Inspection their machine(s), their helmet(s), and the following paperwork completely filled-out:

a) The rider's original yellow receipt for all race entries and paid-practice entries. (At-track entries only)

b) The CMRA Sprint and Endurance Technical Inspection Form(s) as applicable. Technical Inspection Form(s) are submitted annually.

c) All contingency claim forms, if any, required to be submitted to the CMRA by the contingency provider.

d) All class-sponsor award forms, if any, required to be submitted to the CMRA by the class sponsor.

e) All paperwork must be presented at the time the machine is inspected; late paperwork may be refused.

f) Failure to submit all entry receipts may result in not receiving all necessary Tech Stickers and refusal of track access at pit-out.

g) Failure to submit, or submittal of illegible or incomplete inspection, contingency or class sponsor forms will result in non-award of the contingency or class award. All forms are available in the Technical Inspection area.

Every machine must be clean (including removal of all previous race and track-day tech stickers) and ready to race when it is brought to Technical Inspection, with the following exceptions:

a) If any of the items to be inspected are hidden from view by bodywork, those sections of bodywork must be removed.

b) Transponders may not be installed but the retaining clip must be inserted in the appropriate mounting bracket.

All machines must meet CMRA requirements. A machine will not pass Technical Inspection and will not be marked with a Tech Sticker until the machine is in complete compliance. The final decision regarding rider equipment legality or condition rests with the Chief Technical Inspector and/or the Race Director.

Machines or helmets not displaying the appropriate Tech Sticker for the event and track session will be refused track access. 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.

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 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.

Riders with physical disabilities such as amputation or paralysis may request the use of special equipment and/or machine modifications. Requests must be submitted in writing to the Director of Competition with sketches and/or photographs. The Director of Competition, with the assistance of the Technical Advisory Committee, will approve the use of special equipment and/or machine modifications on a case by case basis.

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

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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.

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.

5.2 Rider Equipment

All riders must wear helmets which have a Snell M2015, MD2020D, or, MD2020R approval sticker, or must be JIS (T8133 2015 Type 2), EC (ECE 22-05 "P") or FIM (FRHP Circuit Racing Certification) 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 **2018** may be worn during the February **2023** event. Helmets must be in good condition with no major damage to the shell or foam liner. 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.

Helmets must be used ONLY with the complete chin-strap and clasp or D-rings originally installed by the helmet manufacturer without modification or addition. All aftermarket quick release helmet strap systems are prohibited.

Any rider using an inflatable helmet removal system must notify the Race Director 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.

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 rider's leathers in a manner that will prevent it from falling onto the track.

Rider Equipment 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.

5.3 Motorcycle Requirements

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.

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

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Miscellaneous

a) The machine must be clean.

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

c) All machines must have a properly functioning transponder mounted any time they are on the track for any purpose. See Section 3.13 Transponders for mounting requirements.

d) All machines must be equipped with a functioning red light mounted on the rear visible to following riders. This light must be switched on any time the motorcycle is on the track during a wet practice session or during a race that has been declared wet and switched off at all other times. The light must be continuous and may not flash. The light power source may be separate from the machine. The Chief Technical Inspector will have final approval on all light systems.

e) 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.

f) All machines must have a self-closing throttle.

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

h) 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.

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

j) Side and center stands must be removed.

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

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

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

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

o) 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

p) 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.

Safety Wiring, Fluid Lines, Catch Cans

Items are deemed safe only if secured in a visible, approved manner. Aircraft nuts, locknuts, Loctite or similar compound is not acceptable. Quick release clips may be used to secure axles and axle nuts. Quick release clips must be tethered to the machine.

q) The following items must be safety wired, or secured in an approved manner:

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 filler caps and drain plugs. Oil filler caps and 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.

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

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

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

Fuel and Coolant

u) 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.

v) 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.

Tires

w) 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.

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

Bodywork and Fuel Tank; Related Fluid Containment

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

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

aa) 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.

Suspension and Wheels

bb) Non OEM 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.

Brakes

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

dd) All machines must have operating front and rear brakes. Thumb operated rear brake systems are allowed.

ee) Anti-lock Braking Systems (ABS) may be disabled or removed.

Exhaust

ff) 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 Chief Technical Inspector will have final approval of any muffling device.

Engine and Transmission Covers/Guards

gg) 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 **three** of the original case bolt locations. **Oil containing engine covers cannot be secured with aluminum bolts.** 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.

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5.4 Number Display Requirements

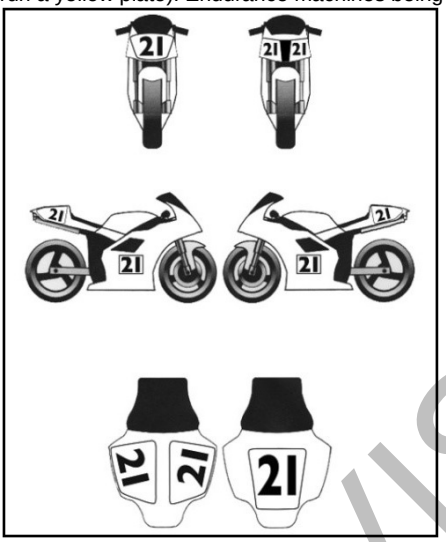
Numbers must be the rider's correct CMRA competition number. **A rider may change their competition number with the approval of the CMRA Administrator.** Machines racing in Motard, Vintage, or Mini classes will be the only exception to number plate placement and specific number plate requirements may be found in the class structure details.

Numbers will be assigned from 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.

NOVICE and PROVISIONAL NOVICE riders must use yellow number plates.

ENDURANCE TEAMS may run 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.



MOTOAMERICA™ riders who have participated in at least one MotoAmerica™ event during the current calendar year may thereafter display their CMRA competition number on number plates of the color assigned by MotoAmerica™ for their participation in that series.

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). This method may only be used when the tail section is not large enough to accommodate number plate/backgrounds on both sides.

Machines with central ram air intakes must display front numbers either to the left, to the right, or above the intake opening. Front numbers must be clearly visible to the Starter from the Starters Post (the location of the Starters Post 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. 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.

Riders and Teams may run any stylized number font and color(s) deemed to meet minimum standards of legibility as judged by the Chief Technical Inspector. Numbers should be at least 6" high and allow visibility of the underlying background plate color. Numbers should be outlined or contrasting sufficient to distinguish them clearly from the background plate color. Riders must submit number plate/number design art to the Director of Competition for approval prior to having decals printed (or numbers painted on bodywork).

The final decision for number plate conformity and legibility rests with Event 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:

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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 for the Ultra Lightweight Endurance Series.

Category refers to the general type of motorcycle in terms of the base machine and level of modification.

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.

All machines must conform to the Technical Inspection Requirements of Section 5.3.

6.2 Sprint Series Categories

Formula and GP (or any subsection of a class that specifies "Formula Rules" **or "GP Rules")**

Machines that have no restriction other than displacement and configuration as outlined. Must be based on US Production Machine where noted.

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.

d) 250 Superbike machine engine modifications are limited to raising compression, use of any cams and use of any aftermarket carburetors.

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. Canadian models, unless exactly the same as U.S. models, must run Superbike class.

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.

Proof of eligibility must be provided by the rider or sponsor. The decision regarding the legality of any machine entered in a Superstock class is the responsibility of the Director of Competition with the assistance of the Technical Advisory Committee. The rider or sponsor of any machine is responsible for producing a service or owner's manual with all part numbers, specifications and other material required to prove its legality. Legality will be determined based upon manufacturers' specifications (or comparison of similar OEM parts) for the year, model and make of the machine entered.

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

Miscellaneous

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) Headlight and tail/brake light housings may be removed.

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d) Cooling fan assemblies may be disconnected and/or removed on water-cooled machines. Disconnection must be made at stock connectors.

e) Aftermarket or kit wire harnesses are allowed.

f) Passenger foot pegs and brackets may be removed.

g) Rider foot pegs and brackets may be changed or modified.

h) Handlebars may be changed or altered.

i) 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.

j) 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.

k) 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.

Tires

l) Tires must be DOT legal or road racing slicks; DOT-approved tires must have an S or higher speed rating. Rain tires can only be used if the event is declared wet by the Race Director. All tires must be used as provided by the manufacturer with no modification of their original molded tread pattern; grooving or altering any tire in any manner is prohibited.

Bodywork and Fuel Tank

m) 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.

n) Alternative bodywork fasteners may be used (e.g., DZUS fasteners).

o) OEM fuel tank must be used. OEM fuel caps may be modified to eliminate the key; hinges may be trimmed to allow cap to remain open and not interfere with fueling. Aftermarket screw off type gas caps are allowed so long as they do not increase the orifice size compared to the stock cap. Baffles may be removed from filler necks provided external filler is not modified in any way.

Suspension, Geometry, Wheel Spacers and Wheels

p) Rear shocks may be changed or modified. 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.

q) The triple clamp may be replaced with an aftermarket one provided it does not alter the geometry of the machine and is nonadjustable.

r) Captive wheel spacers are allowed as is replacement of the speedometer drive with a spacer.

s) SV650 may use a 17” x 5.5” OEM rear wheel from any other Superstock make and model.

Brakes

t) **Master cylinders may be replaced with aftermarket units.** Thumb operated rear brake systems are allowed.

u) Steel braided or Kevlar brake lines may be used. Brake pads may be changed. Brake pads may be beveled. Brake rotors may be changed to “wave” or “petal” type rotors of the same material and maximum diameter as the OEM rotors. Whether OEM or aftermarket, rotor edges may not be modified. Rear brake rotors may be modified (with the exception of edges) so long as modifications leave the rear brake functioning. No carbon fiber, cast iron or other exotic materials are permitted for brake rotors unless stock. No oversized rotors.

Intake and Carburetor / Throttle Body

v) 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. If the filter acts as part of the air box housing the replacement filter must not have a larger opening than stock.

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w) 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.

x) The OEM carburetor / throttle body must be used. Resizing of OEM carburetor / throttle body bore is not allowed. Carburetor jets and needles may be changed. Aftermarket jet kits may be used. Resizing of air metering holes in CV carburetor slides is allowed.

Ignition and ECU

y) Spark plugs may be changed to aftermarket parts.

z) Electric ignition cutout shift devices are allowed, however they may not physically move any portion of the shift mechanism.

aa) 49-state model ignition components may replace those same components on California-only model machines of same brand, year, and model.

bb) The ECU/Black Box may be replaced with any aftermarket unit or modify to any extent the stock unit.

cc) Ignition timing may be altered by slotting the ignition trigger mounting plate or by replacing the stock ignition rotor with an aftermarket rotor.

Exhaust

dd) The exhaust system may be replaced with an aftermarket system. Pipe wrap is allowed.

Clutch and Drivetrain

ee) Clutch plates and clutch springs may be changed to aftermarket parts. OEM clutch basket, hub, and pressure plate must be retained.

ff) 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.

Engine and Transmission

gg) OEM Spec cams must be used. Cam timing is allowed via the slotting of cam sprockets. Press-on cam sprockets may be changed to OEM spec bolt style. Manual cam chain tensioners are allowed.

hh) 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. Unless otherwise noted all machines in 300 and 500 Superstock must use OEM head and base gaskets (e.g. Kawasaki EX400, KTM RC390, Yamaha YZF-R3). 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. For 2016 model year and later machines, no material may be added to or removed from the cylinder head or cylinders.

ii) No bead blasting (or blasting using any other medium) is allowed on any internal engine part except gasket surfaces.

jj) Machining of gasket surfaces of cylinder head(s), cylinders, and engine cases is allowed through 2015 models. 2016 and newer models are allowed surface machining of the cylinder head gasket surface **(up to .005)** for maintenance purposes only (e.g. warped head or damaged gasket surface). All internal and external engine parts must remain stock without modifications, no addition or removal of metal is allowed, except as mentioned in this chapter. No surface treatments are allowed. Engine must remain at stock displacement except as outlined above.

kk) The transmission must use the stock OEM parts for that model. Shifter return or detent springs may be replaced with aftermarket springs.

ll) 49-state model engine components may replace those same components on California-only model machines of same brand, year, and model.

Endurance Modifications

mm) Endurance Modifications, if allowed per Section 6.5, 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 with the assistance of the Technical Advisory Committee, create a performance advantage.

Entirety of Superstock Allowances

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.

Modern Classic

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Motor and frame must be **2012** model year or older; newer machines that are identical to **2012** 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 **2012** 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, with the assistance of the Technical Advisory Committee, will make the final determination on machine eligibility for Modern Classic.

Note – the year-cutoff for Modern Classic will be reevaluated each year by the Technical Advisory Committee.

Classic

Motor and frame must be **2002** model year or older; newer machines that are identical to **2002** model year or older machines are eligible.

Machines must use the original combination of frame and motor, with the following noted exceptions: A larger displacement motor from the same series may be installed. (e.g., GSX-R1100 motor in GSX-R750 frame).

The use of components and/or modifications that were not available in **2002**is prohibited.

Any bodywork allowed.

Standard maintenance over-bores allowed up to 2mm.

2002 or older 125 Grand Prix machines are eligible for Classic. No updating of GP machinery beyond **2002** specifications is allowed. This includes suspension and motor updates.

Fluid retaining lower per CMRA rules required.

Note - the year cutoffs above for Classic will be reevaluated each year by the Technical Advisory Committee.

2002 and older machines eligible for Classic and meeting Superstock or Superbike regulations may participate in the next Superstock or Superbike class down, with the exception of D Superstock, D Superbike, and all Ultra Lightweight classes, based on the displacement limits of the specific class. For example, a **2002** or older Superstock legal Suzuki GSX-R750, may run in C Superstock. ***Note – the year cutoff for Classic machines eligible to run down-class will be reevaluated each year by the Technical Advisory Committee.***

The Director of Competition, with the assistance of the Technical Advisory Committee, will make the final determination on machine eligibility for Classic.

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.

6.3 Sprint Series Classes and Regulations

Formula 1 (Expert/Novice)

Unlimited displacement

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Formula 2 (Expert/Novice)

Up to 360cc 2-stroke water-cooled twins
Up to 500cc 2-stroke air-cooled twins and multis
Up to 750cc 4-stroke twins, liquid cooled, 4 valve per cylinder
Up to 800cc 4-stroke twins, liquid cooled, non-desmodromic valves, 4 valve per cylinder
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
2002 and older Classic machines meeting C Superbike rules
Ducati Hypermotard allowed
Ducati 748/749 allowed but must conform to Superstock rules.
Ducati 748 R and 749 R models not allowed.
KTM 790 not allowed

Formula 3 (no Expert/Novice differentiation)

Up to 125cc 2-stroke GP machines
Up to 250cc 4-stroke GP machines

A Superbike, A Superstock (Expert/Novice)

Unlimited OEM Displacement

B Superbike, B Superstock (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
2002 and older Classic machines meeting A Superbike rules allowed in B Superbike
2002 and older Classic machines meeting A Superstock rules allowed in B Superstock
250cc GP machines will be allowed in B Superbike.
Buell 1125R allowed in both B Superstock and Superbike

C Superbike, C Superstock (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
2002 and older Classic machines meeting B Superbike rules allowed in C Superbike
2002 and older Classic machines meeting B Superstock rules allowed in C Superstock
Aprilia Mille and Aprilia Rsv1000R allowed.

D Superbike, D Superstock (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
KTM 790 not allowed

Yamaha TZR250 is allowed in D Superbike only and must conform to Superstock rules with the exception that there are 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.

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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
125cc & 250cc GP machines
Up to 1050cc triples based on Superstock rules.

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
KTM 790 not allowed

Formula 40 Heavyweight (Expert/Novice)

Machine Limits per Formula 1
All riders must be 40 years old or greater

Formula 40 Middleweight (Expert/Novice)

Machine Limits per C 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

Provisional Novice Heavyweight

Machine Limits per A Superbike
All riders must be Provisional Novice status

Provisional Novice Lightweight

Machine Limits per Formula 2
All riders must be Provisional Novice status

Modern Classic (no Expert/Novice differentiation)

Unlimited displacement
Machines must meet year requirements of Section 6.2 Sprint Series Categories – Modern Classic
Modern Classic machines based on Superbike rules are eligible

Classic (no Expert/Novice differentiation)

Unlimited displacement
Machines must meet year requirements of Section 6.2 Sprint Series Categories – Classic
Classic machines based on Superbike rules and 125 Grand Prix machines are eligible

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
Machines must meet year requirements of Section 6.2 Sprint Series Categories – Classic
Classic machines based on Superbike rules are eligible.

500 GP (Expert/Novice)

Up to 500cc 4-stroke twins, based on GP rules
Must be based on US Production Machines
Up to 450cc water-cooled singles, based on motard rules

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500 Superbike, 500 Superstock (Expert/Novice)

Up to 500cc 4-stroke twins
250 Superbike machines allowed in both classes
CBR500 using Superbike rules allowed in 500 Superstock

300 Superbike, 300 Superstock (Expert/Novice)

Up to 300cc 4-stroke water-cooled twins
Up to 390cc 4-stroke water-cooled singles
Among the eligible machines are Yamaha YZF-R3, Kawasaki EX300, KTM RC390, all 250 Superbike and Superstock machines
EX300 using Superbike rules allowed in 300 Superstock

250 Superbike, 250 Superstock (Expert/Novice)

Up to 250cc 4-stroke air and water-cooled twins
Up to 305cc 4-stroke air and water-cooled singles
Any bodywork 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 (with 305cc overbore allowed on CBR250R only), CBR300R, and Buell Blast using Superstock rules with airbox modifications or individual filters allowed. Aprilia RS125 (street bike) with aftermarket exhaust and carburetor allowed. WR250X/R allowed.
Formula 4 machines allowed in sprint class only.

Formula Mini Rules

Formulas 4, 5, 6, 7, 8 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 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 water-cooled non-power valve motocross or shifter-kart spec engine in GP chassis allowed
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 up 112cc or 150cc 4-stroke water-cooled single (CRF150R) bored and or stroked up 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.
250 Superstock and 250 Superbike machines not allowed.

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
150cc 4-stroke air-cooled, GP chassis allowed
190cc 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 Motard, Ohvale GP-0 190

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Formula 6 (no Expert/Novice differentiation)

65cc 2-stroke water-cooled, Motard rules
60cc 2-stroke water-cooled, Formula rules
145cc 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)

125cc 4-stroke singles
Honda Grom, Kawasaki Z125 Pro, and similar machines allowed using Superbike rules with the following exceptions:
No streamlining allowed.
Rear number plates are not required.

Formula 8 (no Expert/Novice differentiation)

Machine requirements per Junior Motard rules except manual clutch allowed
See Section 1.5 Age Requirements for special age limits

Junior Motard

80cc 2-stroke
110cc 4-stroke
All machines must have automatic clutch and stock engine
2-strokes must run stock exhaust systems.
4-strokes may replace the exhaust system.
Wheel changes approved, with a 14" Maximum size.
Any tire combination allowed.
Handlebar may be replaced.
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.
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.

Solo 30 Sprint Series Rules

Solo 30 Heavyweight (Expert/Novice)
Per Formula 1 sprint rules
Solo 30 Middleweight (Expert/Novice)
Per C Superbike sprint rules
Solo 30 Lightweight (Expert/Novice)
Per Formula 2 sprint rules
Solo 30 500 Superstock (Expert/Novice)
Per 500 Superstock sprint rules

The Solo 30 Sprint Series are races for Heavyweight, Middleweight, Lightweight and up to 500 Superstock 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 race interruption 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 Race Director's sole discretion the number of laps of the race may be reduced.

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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:

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

Event Awards

First, second and third place finishers will **be eligible for** 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 OR the rider must have completed at least 80% of the total number of races available for the class in the season. There will be no Class Championship Awards for the Provisional Novice Heavyweight and Provisional Novice Lightweight classes.

Expert riders winning the championship in any class will receive a $45 credit per 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 event to the next.

Expert #1 Division Championship through #10 Plate Awards

The CMRA will award four Division #1 plates, one in each of four Divisions, to the Expert riders who accumulate the most points in each of the following Divisions: Heavyweight; #1H, Middleweight; #1M, Lightweight; #1L, and Ultra Lightweight; #1U. Only points accumulated in the Division Classes will be considered in determining the award of each Division #1 plate. A single rider may earn the Division #1 plate in more than one Division.

The classes in each Division are as follows:

Heavyweight	Middleweight	Lightweight	Ultra Lightweight
Formula 1	B Superbike	Formula 2	500 GP
A Superbike	B Superstock	D Superbike	500 Superbike
A Superstock	C Superbike	D Superstock	500 Superstock
Heavyweight Twins	C Superstock	Lightweight Twins	300 Superbike
			300 Superstock
			250 Superbike
			250 Superstock
			Formula 4

The CMRA will award plates #2 through #10, nine plates total, to the Expert riders accumulating in rank order the most points in all of the classes listed in the table above, without regard to Division. Points accumulated in any of the listed classes will be considered in determining

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the award of plates #2 through #10. Riders earning any Division #1 plate are not eligible to earn plates #2 through #10.

For purposes of determining all plate awards in this section points will be accumulated on a maximum of a rider's best three points earning races during each race event, and may not always be the same three classes. For the purposes of this section points shall be awarded as follows:

For classes with less than 11 entries

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

For classes with 11 to 25 entries

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

For classes with more than 25 entries

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

In the event of a tie in the accumulated points at the end of the season relating to the award of any plate, the rider who has the most first place finishes will be awarded the plate. If there is still a tie, the rider who has the most second place finishes will be awarded the plate. The criteria will move to third place finishes and so on until a clear winner can be determined for each plate to be awarded.

Riders earning any plate #1 through #10 are encouraged to display their earned number on their machine(s) the following season. **Riders who have earned a divisional #1 plate may only run the #1 plate in the divisional classes that it was earned in.** 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 accumulating the most points considering all classes listed above without regard to Division as described in this section will be recognized as the Overall Rookie Expert for the season.

CMRA Novice Championship Award

The Novice rider accumulating the most points as described in the previous section, considering all classes listed without regard to Division, will be recognized as the CMRA Novice Champion and will be promoted to Expert status for the following season.

The following season the CMRA Novice Champion, competing as a Rookie Expert, will be allowed and is encouraged to display a white plate with a red #1. 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.

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6.5 Endurance Series Classes and Regulations

Ultra Lightweight Endurance Series Classes

500 Classic
Per 500 Classic Sprint Rules
Endurance Modifications allowed on ALL machines

500 Superstock
Per 500 Superstock sprint rules
Endurance Modifications allowed on ALL machines

300 Superstock
Per 300 Superstock sprint rules
Endurance Modifications allowed on ALL machines

250 Superbike (Formula 4 machines NOT allowed)
Per 250 Superbike sprint rules
Endurance Modifications allowed on ALL machines

Formula 4 (250 Superstock machines NOT allowed)
Per Formula 4 sprint rules
Endurance Modifications allowed on ALL machines

Endurance Modifications

As used in this Section "Endurance Modifications" means the following: Quick change systems or OEM fuel tanks with dry-break systems will or will not be approved by CMRA based on overall system integrity and safety under race conditions. Requests for approval of these systems must be submitted in writing to the Director of Competition with sketches and/or photographs to clearly explain the system in question. Until the Director of Competition, with the assistance of the Technical Advisory Committee, has approved such system, all machines must conform to the letter of the rules currently in place, especially in terms of safety wiring requirements.

Any quick change system meeting the conditions listed above is allowed.

OEM fuel tanks with dry-break systems meeting the conditions listed above are allowed. A fitting and hose may be added to fuel tanks equipped with dry brakes to allow displaced air to vent during fueling. Vent hoses must be routed to a catch tank capable of holding a minimum of 16 ounces of fuel. Catch tanks must be securely mounted and in a location where hose and tank will not come in contact with the machines exhaust system.

The above constitute the entire realm of deviation from the referenced Section 6.2 and 6.3 sprint rules for each endurance class allowing Endurance Modifications.

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. The Team Owner and Team Captain must 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 license holders 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.

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If a team has a 5-rider roster and is reduced to only one rider due to injuries or illness then a replacement rider may be added. Proof of medical condition may be required to confirm this. When one of the injured or ill riders is medically cleared to race again the replacement rider will be removed from the team. Only one rider can be used as the replacement, i.e., you cannot have two different riders act as replacement when injuries drop a team to one rider. A replacement rider is available only after the roster is full. An additional rider can be added during the race if need be to comply with this rule, however the only person who can add a rider to a team is the Team Owner or Captain. Both the Team Owner or Captain and the new rider must be present when adding a rider to the team. Riders competing on an endurance team without proper registration and signature will be cause for the team to be disqualified and/or fined.

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

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

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

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

The top 10 overall teams may run that number the following year. Numbers may not be sold. In the event a team is sold the top 10 number may be used as long as the same team name is used. Numbers 11-99 are assigned as available on a first come, first served basis. Endurance teams who have registered, but have not competed after the third event in their series, will forfeit their competition numbers. If all 99 numbers are in use, a new team may request a three-digit number.

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

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.

All teams must identify their pit area on pit road with number boards (or banners) hung on the team’s pit canopy perpendicular (90°) to pit road on both the hot and cold pit side of the team’s pit. The number boards must be located at the race-direction end of the pit space so a rider stopped in the pit space will see the team number board in front of them. The number boards must display the team number on both sides to allow Event Officials to quickly locate them from any position on the pit roads. The number boards may not be smaller than 10”x12” and not larger than 36”x36”. The number boards may have other appropriate graphics or text but the team number must be prominent and clearly legible. A team’s number boards may not project more than 36” from the canopy. Teams with no canopy must configure a method to display number boards as if they had a canopy and as approved by Event Officials.

Practice Starts

See Section 3.10 for rules relating to practice starts.

Endurance Race Start Procedures

The following start procedures are specific to the Endurance Series.

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 pit lane opens to allow officials to conduct a final pre-race machine and pit inspection. Teams will be given a countdown to pit lane opening over the track Public Address system and the CMRA team channel. The countdown will be as follows:

30 mins to pit lane opening
20 mins to pit lane opening
10 mins to pit lane opening
5 min board and horn (red flag or red light will be displayed at the pit exit)
4 min board and horn
3 min board and horn
2 min board and horn
1 min board and horn
30 seconds board and horn

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10 seconds
5
4
3
2
1
Pit lane opens for warmup lap.

Sighting/Warm-Up Lap

When the countdown reaches zero a green flag or light will be displayed at the pit exit. The green flag or light 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 pit exit is closed 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 7.3.

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 7.3. 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 / red flashing light to be displayed at all marshal posts through Race Control. If the grid can be cleared quickly, the field will be given a second warm-up lap and immediately be re-gridded. 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 anticipating a start are described in Section 7.3.

Race Start with Le Mans Start Procedures

After returning from the warm up lap all endurance machines will be lined up along the edge of the track where the numbered grid cones are located. One crew member from each team will be allowed onto the starting grid to meet the riders. Machines will be ordered consecutively from grid position 1 through the last machine on the grid. Machines will be placed at a 30 degree angle facing race direction. Riders will line up on the edge of the track opposite their machine, off of the track surface. The crew member will hold the machine upright from the tail section with the engine off, the crew member may not assist the rider in any way to start the machine. The starter at his/her discretion will commence the start

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procedure beginning with the two minute board and ending with the starting lights going out. At this time the riders will step onto the track surface, run to their machines, start them and begin the race. Immediately upon the rider taking possession of the machine, the crew member must move off the track surface. Any machine or machines that fail to start may be push-started by a crew member after all machines have left the starting grid.

Removal of Machines from the Track

Machines may not be taken behind the pit wall for any reason without the permission of an Event 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

Tire warmers must be unplugged 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 Ultra 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, vaping, or e-cigarette use 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 Event Officials. Penalties for safety violations are described in Section 7.3.

Crashes

Section 3.13 In the Event of a Crash applies in its entirety.

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

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Race Interruption Procedures

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

Teams may not service, fuel, adjust or repair an endurance machine during a race interruption. All work must cease on any machine in the pits at the time of the race interruption

Machines on the track at the time of the race interruption 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 race interruption. 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 race interruption other than to assist in the unloading of a crashed machine from the recovery vehicle or at the direction of an Event 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 an Event 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 a race interruption 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 Race Director.

Restart After Race Interruption

Following a race interruption 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.

The restart procedure will commence with the display of the 5 minute 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.

When the 5 minute board is displayed 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 race interruption 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.

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 Race Director shall be final.

Scoring

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

In the event of a race interruption, follow all CMRA rules regarding race interruption procedures. Scoring will stop at the moment that Race Control calls for the race interruption. 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.

See Sections 3.14 and 3.15 for rules pertaining to scoring and transponders.

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6.6 Endurance Series Points and Awards

Points

Points will be awarded by overall finish and class finish within each series. 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 within each series:

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

Endurance Overall 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 OR the team must have completed at least 80% of the total number of races available for the class in the season.

Team Owners of class championship winning teams will receive a credit per event for each class championship won. The credit will be $80 for Endurance. If a Team Owner has won multiple classes, they will receive multiple credits. 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 event to the next.

SECTION 7 - PENALTIES AND INFRACTIONS

7.1 Penalties

Penalties are assessed by Event 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:

Assignment of penalty points

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 Assigned Penalty Points and Automatic Sanctions

Penalty points may be assigned to a rider or team by the Race Director.

The number of penalty points assigned may range from 1 to 10 based on the severity of the infraction. Factors used to asses severity of the infraction may include, but are not limited to, risk to

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others, degree of flagrancy, degree of competitive advantage gained by the infraction, repetition of infractions whether similar or not, etc.

Points are cumulative and will expire immediately after the same event in the following season (penalty points assigned at event 3 in 20*xx* will expire after event 3 in 20*xx*+1).

Automatic sanctions apply to a rider or team accumulating points as follows:

4 Points - Start all races at the next event entered by the rider or team from the last grid position.

7 Points - Start all races at the next event entered by the rider or team from pit lane. In the event that the starting grid is on pit lane the rider or team will be held for 10 seconds after the race has started.

10 Points - Disqualification from participation at the next event offering races previously entered by the rider or team. Points re-set to 0 after a rider or team reaches 10 points and serves the disqualification sanction.

7.3 Infractions

Anticipation of the Start

Definition of anticipation of the start (jumped start): Any movement after the #2 board has been displayed and prior to the Starting Light going out or the Green Flag being waved that results in a competitive advantage. The Starter and Grid Marshals will be the sole judges of whether a competitive advantage has been gained and decide if a penalty will be imposed. The penalty for anticipating a start will be a time penalty ranging from 5 to 30 seconds added to the rider's overall race time.

Upon determination that the infraction has occurred the Starter will display, for a duration of two laps, a board with the machine number and "+#" (where "#" is the duration of the time penalty) to communicate the penalty to the rider.

Passing Under a Stationary or Waving Yellow Flag

An Event Official, Flagger, or Marshal must report a pass for position under a stationary or waving yellow flag. 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 a minimum of 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 stationary or waving yellow 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 Event Officials the offending rider may be assessed a time penalty, moved to the back of the grid, and/or fined. Upon determination that a time penalty is assessed the Starter will display, for a duration of two laps, a board with the machine number and "+ [seconds]" (e.g. "+5") to communicate the penalty to the rider.

Pit Stop Safety Violations

Pit stops will be monitored for safety by Event 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. These penalties will be doubled for each repeat offence.

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

Unsafe Riding Under Red Flag / Red Flashing Light Conditions (Race Interruption)

The rider will be assessed a fine, and/or disqualified. In an endurance race the offending team will be penalized a minimum of 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 race interruption due to not having either the oil drain or oil filter safety wired will be fined no less than $100 at the discretion of the Race Director and Chief Technical Inspector. A second offense may result in suspension of the rider's License for a minimum of 6 months.

Speeding in the Paddock

A $25 fine will be assessed for the first offence. The fine will be doubled for each repeat offence up to four. A fifth offence will result in the loss of all riding in the paddock privileges including race bikes to and from pit in/pit out.

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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 Event Officials only, must be observed by Event Officials, and cannot be protested by other riders.

CMRA reserves the right to impound and inspect any machine at any time using any means available 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 within thirty (30) minutes of the posting time printed on the grid or results for the protest to be accepted. Protest fees may be paid in cash or with a credit card. Credit cards will be charged for the full amount of the required protest fee at the time the protest is filed.

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 an Event Official does not constitute a protest. The protest fees are as follows:

	500CL, 500GP, 500SB, 500SS, 250SB, 250SS, F4 through F8, Grom Challenge, JRM, Solo 30 500SS, and ULW Endurance	All Other Sprint Classes
Visual protest requiring no disassembly	$50	$50
Some disassembly (seat, bodywork and gas tank removal)	$100	$100
Removal of Valve Cover	$200	$350
Removal of Cylinder Head	$700	$1000
Disassembly of the Bottom End	$1500	$2000

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 Event 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 Race Director with the assistance of the Technical Advisory Committee. In the event a decision cannot be made at the track, the machine or 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.

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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 an Event Official by submitting a verbal or written statement to the Race Director, who will make a final ruling on the scene. If the rider does not agree to the Race Director's ruling, the rider may appeal the decision by following procedures listed below.

8.2 Appeals and Dispute Resolution

All protests, appeals, disputes, grievances, or claims of any nature against the CMRA, its employees, Race Director, Event Officials, race staff, Flaggers, or Track Marshals 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 Race Director 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 Race Director as soon as reasonably possible following the occurrence which gave rise to the Claim. The Race Director shall promptly render a decision on the Claim.

b) If the Complainant is dissatisfied with the decision of the Race Director or Director of Competition or if the Claim is of such a nature that it was not required to be presented to the Race Director or 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 Waco, Texas to appoint the Mediator. The mediation shall take place in McLennan 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 Waco, 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 Waco, 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 Waco, 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

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(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 Waco, 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, MEDIA AND ALL PHOTOGRAPHERS

9.1 Applicability

This section applies to Press / media persons, free-lance journalists, and all photographers. Interested persons must apply for credentials at the event prior to conducting any activities and must provide the following documentation:

a) Press, media or business credentials:
   (i) Credentials of representation for a specific motorcycle publication; or,
   (ii) Media credentials; or,
   (iii) Evidence of incorporation or business status / affiliation.
b) Evidence of current liability insurance in the minimum amount of $1,000,000.
c) Other documentation as may be required by the CMRA.

All persons issued credentials under this section must at all times comply with all other CMRA rules.

If issued credentials granting access to the controlled area adjacent to the track persons shall:

a) Not cross the hot track
b) Not be within 10 feet of the hot track
c) Not be in the line of sight of riders on the track
d) Not be between the track and any crash/runoff barrier
e) Not be within the runoff zone on the outside of any turn
f) Promptly obey the instructions of Event Officials.

The CMRA reserves the right to deny or revoke credentials under this section for any reason.

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.

Persons wishing to apply for written consent under this section must contact the Administrator for the necessary forms and requirements. The CMRA reserves the right to deny requests under this section for any reason.

SECTION 10 - CORPORATE: RIGHTS AND RESPONSIBILITIES

10.1 General Information

Central Motorcycle Roadracing Association, Inc. is a Texas nonprofit corporation exempt from federal income tax pursuant to section 501(c)(7) of the Internal Revenue Code. It is managed by

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a board of directors that is elected by its corporate "members," which CMRA refers to as its "license holders" or "licensees". Its corporate governance rules are set forth in its Bylaws, which are available for review on the CMRA website.

10.2 License Holder Qualifications

The CMRA, at its sole discretion, reserves the right to refuse the issuance or renewal of a license to any person for whatever reason it deems appropriate.

The CMRA has two (2) classes of license holders: Competition License Holders and Non-Competition License Holders. Competition License Holders are allowed to compete in CMRA racing events to the extent permitted by their License Type. Non-Competition License Holders cannot compete in CMRA racing events. Aside from racing rights, both classes of license holders have the same rights and privileges.

10.3 License Holder Obligations

The CMRA Board of Directors will establish the annual license fees for each class of license and licensees must pay those fees to remain in good standing with the CMRA.

All License Holders are responsible for becoming familiar with and complying with all information covered by the CMRA rulebook, including mid-season updates published by the CMRA, as well as information covered at any Rider Briefing.

Each License Holder shall be entitled to one (1) vote on each matter submitted to a vote of the license holders as permitted by these Bylaws.

Licenses are not transferable or assignable.

Competition License Holders may have their racing privileges and rights revoked, suspended or restricted where such action shall be deemed necessary for the safe and orderly progress of a race, other CMRA event, or future events.

Any license holder may have their license suspended, revoked or expelled for conduct which negatively reflects upon the CMRA; dishonorable conduct; failure to abide by and/or comply with the rules, regulations, directives or procedures established by the CMRA Board of Directors; disorderly conduct; the conviction of a felony or a misdemeanor involving moral turpitude. The CMRA Board of Directors is solely responsible for ascertaining what constitutes dishonorable conduct or conduct that negatively reflects on the CMRA.

10.4 License Holders Rights

There is a meeting of License Holders at least once a year, and all License Holders are invited.

All License Holders in good standing may vote in the annual election of directors and may vote on other business that is brought before the License Holders.

License Holders are not personally liable for any debt, liability, or obligation of the CMRA.

10.5 Litigation Against the CMRA or Against Current or Former CMRA Directors, Officers or Employees

If any License Holder institutes litigation in which the CMRA is included as a defendant, in an effort to recover damages or relief of any type, including injunctive or declaratory relief, in connection with alleged actions or inactions by the CMRA, unless the license holder prevails in such litigation by recovering all relief requested at any time in the litigation, the license holder shall be liable to the CMRA for its attorneys' fees, costs of court, and all other expenses incurred in connection with such litigation. Venue for any litigation in which the CMRA is included as a defendant shall be McLennan County, Texas.

If any License holder institutes litigation, on his or her own behalf or on behalf of any third party, including the CMRA, in which any of the CMRA's current or former directors, officers, or employees is included as a defendant, in an effort to recover damages or relief of any type, including injunctive or declaratory relief, in connection with alleged actions or inactions by any of the CMRA's current or former directors, officers, or employees relating to their involvement with the CMRA, unless the license holder prevails in such litigation by recovering all relief requested at any time in the litigation, the license holder shall be liable to each of the defendants who are current or former directors, officers, or employees of the CMRA for his or her attorneys' fees, costs of court, and all other expenses incurred in connection with such litigation. If the CMRA is also a defendant in such litigation, venue for the litigation shall be McLennan County, Texas. If the CMRA is not also a defendant in such litigation, venue for the litigation shall be in the county of residence of the defendant who is a current or former director, officer, or employee of the CMRA, or, if multiple current or former directors, officers, or employees of the CMRA are defendants in such litigation, venue for the litigation shall be in the county of residence for the majority of such defendants.

PROVISIONAL

► END OF RULES ◄

PROVISIONAL

2023 Board of Directors (current term)

*Jeff Phillips (2022-24), President
Kasey Lewis (2022-24), Vice President
Josh Henke (2021-23)
*Ryan Rutkowski (2021-23)
Keith Hertell (2022-24)
Bobby Davies (2023-25)
Kendra Kinnison (2023-25)

*serving second consecutive term

Treasurer

Kasey Lewis

Administrator & Secretary

Autumn Walker
admin@cmraracing.com

Director of Competition

Walter Walker
walter@cmraracing.com

Central Motorcycle Roadracing Association, Inc.
5900 Franklin Ave. Unit 36
Waco, TX 76710

Phone 817-570-9779
www.cmraracing.com

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

PROVISIONAL

2023 Rule Book

Appendix 1 Special Allowances

12/30/2022

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Central Motorcycle Roadracing Association, Inc.
5900 Franklin Ave. Unit 36
Waco, TX 76710
Phone 817-570-9779

www.cmraracing.com

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SPECIAL ALLOWANCE

SECTION 1 - Category Allowances

1.1 Superstock

a) Original rear subframe may be replaced with aftermarket rear subframe of aluminum or other metal. No composite materials are allowed for subframes.

b) Machines not originally equipped with bodywork may use any bodywork.

c) Aftermarket master cylinders are allowed but are restricted to same type and as close as possible to the OEM bore and stroke.

d) Thumb operated rear brake systems are allowed.

e) Brake rotors may be changed to “wave” or “petal” type rotors of the same material and maximum diameter as the OEM rotors.

1.2 Classic

a) Classic Superbikes may run in Superstock classes. Class displacement limits will apply.

b) Machines eligible for Classic and meeting Superstock or Superbike regulations may participate in the next Superstock or Superbike class down, with the exception of D Superstock, D Superbike, and all Ultra Lightweight classes, based on the displacement limits of the specific class.

SECTION 2 - Class Allowances

2.1 250 Superbike/Superstock

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

2.2 500 Superstock

a) CBR500 using Superbike rules allowed

2.3 300 Superstock

a) EX300 using Superbike rules allowed

2.4 Ultra Lightweight Endurance

a) Any quick change system meeting the conditions listed in *Section 6.5 Endurance series Classes and Regulations > Endurance Modifications* of the **2023** CMRA Rule Book is allowed.

b) OEM fuel tanks with dry-break systems meeting the conditions listed in *Section 6.5 Endurance series Classes and Regulations > Endurance Modifications* of the 2022 CMRA Rule Book is allowed.

SECTION 3 - Machine Allowances

3.1 Aprilia RS125 (street model)

a) May use aftermarket exhaust and carburetor.

3.2 Honda CBR250R

a) Overbore up to 305cc’s allowed.

3.3 Kawasaki EX250

a) Modified airbox allowed.

b) May use pod style individual air filters.

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3.4 Kawasaki ER-6F/EX-6 (Ninja 650

a) May use any 17" x 5.5" OEM rear wheel.
b) May use any OEM fork and triple clamp.
c) May use OEM fork, triple clamp, and caliper.

3.5 Suzuki SV650

a) May use any 17" x 5.5" OEM rear wheel.
b) May use any OEM fork**,** triple clamp**, and caliper.**
c) May use OEM Intake cams in place of Exhaust cams.

3.6 Suzuki TL1000 S and R

a) May use aftermarket linkages that allow for mounting of a standard style rear shock to replace the OEM rotary damper.

3.7 Yamaha MT-07

a) May use any OEM fork, triple clamp, and caliper.

SECTION 4 - General Allowances

4.1 Riders with Physical Disabilities

a) Riders with physical disabilities such as amputation or paralysis may request the use of special equipment and/or machine modifications. Requests must be submitted in writing to the Director of Competition with sketches and/or photographs. The Director of Competition, with the assistance of the Technical Advisory Committee, will approve the use of special equipment and/or machine modifications on a case by case basis.

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