



2011 COMPETITION RULE BOOK

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RULE BOOK DISCLAIMER

The rules and or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all participants are deemed to have complied with these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. On any race day, the senior sanctioned race official is empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATION.** Any interpretation or deviation of these rules is left to the discretion of sanctioning race officials. Their decision is final.

FOREWORD

The Calgary Motorcycle Roadracing Association (CMRA) policies, rules and class structures have been created to promote a fair and equal level of competition as an overall goal. The rules contained here are available on the CMRA website at www.roadracing.org. Compliance with these rules is the responsibility of each racer. Enforcement of these rules is the responsibility of CMRA designated Race Officials. The CMRA is an independent club and makes decisions based on fairness for all, and the well-being of the sport of motorcycle roadracing in the Calgary area.

Motorcycle racing is inherently dangerous. Every competitor assumes by their participation the responsibility and obligation to assess the safety aspects of the racing facility and individual conditions, and must assume all risks of competition, including any injury or death. A properly completed CMRA waiver is required when application for competition licence is made as well as for each CMRA event.

These CMRA rules are written to ensure that all riders have the opportunity to compete on equal terms and as safely as possible in motorcycle roadracing. It is not possible to anticipate every circumstance and cover it in this rulebook; therefore, common sense and a regard for fairness are the fundamental principles in interpretation and enforcement of the rules by CMRA or other sanctioned officials. This rulebook is not intended for use as a tool to gain an advantage over another competitor, but is written to serve as a guide for fair and equal competition.

Members may submit proposals for rule changes to the CMRA at any time, with an annual deadline of the last race of the season. Rule change submissions must:

- Specify proposed wording of the question you wish to be put to vote by the members
- Explain the reason for the proposed change
- Outline potential pros and cons of the change, and
- Clearly detail how the change will be accommodated and/or implemented by the club.

These rules are subject to change during the year. Rule changes will be posted on the CMRA website www.roadracing.org as they are approved for implementation. In addition, rule changes will be available at Registration at the track. Rule changes may also be announced at the mandatory riders meeting held each day at the track.

CMRA WAIVER AND RELEASE

Racers are required to sign this waiver when signing up for memberships and for each CMRA event. Failure to sign the waiver will disqualify the racer from participating in any CMRA event.

In consideration of being granted a competition membership and licence and of being permitted to enter various events (each, an "event") sanctioned or promoted by the Calgary Motorcycle Roadracing Association (the "CMRA") [or: In consideration of being permitted to enter and participate in the racing event sanctioned or promoted by the Calgary Motorcycle Roadracing Association (the "CMRA") and being held on _____, 2011 to _____, 2011 (the "event")] I, the undersigned, for myself, my personal representatives, spouse, heirs, next of kin, executors, successors and assigns (collectively, the "Releasor") hereby release and forever discharge the CMRA and all officers, directors, officials, agents, servants and employees of the CMRA and all other persons, participants or organizations conducting or participating in the event (collectively the "Releasees") from and against all demands, claims, causes of action, proceedings, losses, damages, liabilities, costs and expenses (including legal fees and disbursements) of any nature whatsoever which may be made or suffered by the Releasor resulting from or related to any event (including while engaged in or preparing for competition or practice, or while entering or leaving the premises of the event, or whether occurring during the pre-event, event, or post-event activities and extending to use of any related facilities) from any cause whatsoever, whether caused or contributed to by the negligence of the Releasees or otherwise.

I understand the risks of danger to myself and my property while preparing for and participating in the event and voluntarily assume all physical and legal risk of losses, damages and liabilities of any nature whatsoever, including property damage, personal injury, and death resulting from or related to any event from any cause whatsoever whether caused or contributed to by the negligence of Releasees or otherwise, including negligent safety procedures and rescue operations.

I have read the CMRA Rulebook and agree to follow all rules set forth therein, and agree to abide by any penalty(s) set by the CMRA in accordance with the procedure(s) set forth in the Rulebook for the current race season. I understand such rules are in no way a guarantee against losses, damages or liabilities of any nature whatsoever including property damage, personal injury or death.

I have read this waiver and release and fully understand its terms. I freely and voluntarily sign my name, as acceptance of the above provisions.

Date: _____

Name: _____ Signature: _____

Witness: _____
(please print)

Name of Parent: _____ Signature: _____

Witness: _____
or guardian if under 18 years (please print)

CHAPTER 1

RIDER REQUIREMENTS AND CLASSIFICATION

1.1 RIDER REQUIREMENTS

All competing riders must meet the following requirements:

- 1.1.1 All competitors must have a current, valid, roadracing competition licence either from the CMRA or another qualifying road racing organization.
- 1.1.2 Any individual that meets one or more of the following requirements may purchase a CMRA licence: (See 1.2.11, and 1.2.12 for additional Information)
 - Completed and passed a CMRA or other recognized roadracing school.
 - Holds a current and valid roadracing licence from a recognized organization.
 - Provide sufficient documented history of roadracing experience.
- 1.1.3 All CMRA licences must be secured annually. Licences expire each December 31st unless extended usage is approved by the CMRA.
- 1.1.4 CMRA Competition licences will only be issued to competitors 14 years of age or older. CMRA Restricted Competition licences are available for competitors 12 years of age and older provided they meet the standards set out in section 5.15 of this rulebook. Riders that are 12 years of age must follow and comply with the rules outlined in section 5.15 of this rulebook. Any rider under the legal age of majority in his/her home province/state must have filed a duly notarized form with signature of his/her parent or guardian, indicating consent to compete. If a rider has not furnished this consent document, and cannot furnish proof of age (birth certificate, driver's licence or passport), said competitor will not be allowed to compete in CMRA events.
- 1.1.5 All riders, crew and relatives must purchase and display proper credentials and/or tickets at all CMRA events when in the pit area.
- 1.1.6 It is the rider's responsibility to inform the CMRA of any physical or medical condition, or injury, that might prevent the safe control of a motorcycle under race conditions, or that could be worsened by virtue of competition in a CMRA event. Any such rider should be prepared to submit a doctor's note stating that they are fit to compete (see item 1.1.10 below).
- 1.1.7 It is the rider's responsibility to inform the CMRA that they have basic medical coverage in effect during any CMRA event. The CMRA recommends additional medical coverage to ensure that any other medical services do not cause the rider financial hardship.
- 1.1.8 Sportsmanship and fair play serves as the guiding concept in CMRA events at all times. The CMRA Referee and when necessary, the Race Director, have complete control of all areas covered by these guidelines.
- 1.1.9 A rider who crashes at any time during racing or practice must a) report to the ambulance crew for a medical checkup, and b) have their motorcycle inspected at technical inspection before entering their next event. The

crashed rider may first finish the race in which they are participating providing they can do so safely. **NOTE:** A maximum of three incidents are allowed before mandatory retirement for the day. To be enforced by any Race Official.

- 1.1.10 At all times, the event medical staff has the ability to deem any rider “unfit to compete” based on their evaluation of the riders’ medical or physical condition. The decisions of medical staff are final.

1.2 RIDER CLASSIFICATION

Riders are classified according to their ability and are assigned “Novice”, “Amateur”, or “Expert” status.

- 1.2.1 Novice classification refers to riders who have met the basic requirements as outlined in 1.1. The CMRA may issue a Novice licence to new riders. Novice riders are allowed to participate in practice sessions as well as Novice races, Ducati Cup, Women’s Cup, and Endurance Series. The CMRA Head Instructor or their designate is in charge of determining which Novice riders will be promoted to Amateur status. Advancement from Novice to Amateur classification is at the sole discretion of the CMRA. Novice Riders who do not advance to Amateur status must pass a recognized race school each season until they advance to Amateur status.
- 1.2.2 Amateur classification refers to racers who are ready to compete in races with the CMRA and at the Amateur level at other race organizations. Amateur riders may compete in no more than five classes during any race meet.
- 1.2.3 Competitors are promoted to Expert status after demonstrating superior ability at the Amateur level. Promotion from Amateur to Expert classification is determined by evaluating the rider versus their peers on similar equipment to determine if they are worthy of promotion to Expert status.
- 1.2.4 Competitors are evaluated for classification advancement at the end of the season. Under special circumstances, competitors may request to be advanced mid-season. Competitors who are given a mandatory advancement are informed in writing by the CMRA. Any competitor slated for mandatory advancement may appeal their case in writing to the CMRA. Any competitor may apply for classification advancement by presenting their case to the CMRA for review. A competitor who has been granted Amateur status on appeal, but demonstrates superior ability mid-season, may be promoted mid-season. All decisions made by the CMRA regarding promotion or status of a racer are final.
- 1.2.5 Any competitor who has not raced in two to five years may be required to pass a Race Checkout Session to determine suitability for racing and rider status.
- 1.2.6 Any Amateur level competitor who has not raced for five years or more must pass a recognized race school in order to compete. Any Expert level competitor who has not raced for five years or more may be asked to pass a check out session or recognized race school in order to compete.

- 1.2.7 The CMRA considers a valid road racing school certificate valid for a period of two years from the date of completion of the school. All school certificates are considered void by the CMRA if a rider does not compete in a sanctioned road racing event within two years of completing a recognized road racing school.
- 1.2.8 All new riders wishing to compete at a CMRA event must present suitable documentation proving attendance at a recognized road racing school or previous road racing experience. Any rider holding a non-CMRA road racing licence or road racing school certificate may be required to complete a checkout session.

1.3 NUMBER REQUIREMENTS

- 1.3.1 Every year, racers must apply for CMRA competition numbers (the number that appears on their number plates) for the upcoming season. CMRA competition numbers are secured each year by purchasing a CMRA competition licence . Previous CMRA racers, who pay their CMRA competition licence fee on or before the February CMRA general meeting held in Calgary each year, may retain their previous year’s number. Competition numbers used the previous season that come available after the February general meeting are assigned based on the payment date of the annual CMRA competition licence . Unassigned competition numbers will be allocated also on the date of payment of the annual CMRA competition licence .
- 1.3.2 Priority is given with the aim of keeping all CMRA competition numbers as low as possible (one or two digits) to keep scoring and bookkeeping simple.
- 1.3.3 Refer to section 5.2.19 for details about number plates.
- 1.3.4 CMRA licence holders may not, for any reason, ride a machine on the street if it is equipped with active competition racing number plates and/or competition numbers. (Exception for factory “race replicas” or other non competitive replicas) (See 7.2)
- 1.3.5 As a courtesy, the CMRA may, at its sole discretion, allow competitors to use a motorcycle with different race numbers than their own. It is up to that competitor to inform the pre-grid marshal at least 15 minutes prior to the event that they have changed numbers. Racers must continue using the dBcom transponder they registered with technical inspection. Failure to follow the above guidelines may result the competitor’s grid position, points and standings being assessed incorrectly.
- 1.3.6 Each year, the CMRA has an overall Expert Champion, who becomes the CMRA Number One Plate Holder. This title (CMRA EXPERT No.1) is awarded to the Expert Open Superbike Championship Title winner. This rider then uses a BLACK No.1 in all CMRA sanctioned events during the following season. At the conclusion of their reign, the rider may use the competition number previously held and retain it for the following season as long as they have paid for their licence before the next February General Meeting.

- 1.3.7 Each year, the CMRA has an overall Club Champion. The Club Champion is the racer who accumulates the highest total number of combined points (in a maximum of five (5) classes) during the current season. This rider then uses a BLUE No.1 number plate in all CMRA sanctioned events during the following season. At the conclusion of their reign, the rider may use the competition number previously held and retain it for the following season as long as they have paid for their licence before the next February General Meeting. The Club Champion cannot wear the BLUE No.1 number plate for two consecutive seasons.

CHAPTER 2

RACE RULES AND PROCEDURES

2.1 GENERAL

- 2.1.1 Every club member, promoter, rider, and all other persons participating or in any way connected with any CMRA race meet, is bound by these Rules of Competition.
- 2.1.2 Any supplementary regulations established by the CMRA for the purpose of implementing, interpreting, and enforcing these competition rules is deemed to be part of the rules. Supplementary regulations may be disseminated via the CMRA website at www.roadracing.org, in a supplement to the race handout given on race weekend, or announced at the mandatory rider's meeting held each day of each race weekend.

2.2 PIT / PADDOCK REGULATIONS

- 2.2.1 All motorcycles must remain in the pit or paddock area except when being raced or tested in designated areas.
- 2.2.2 Riding of competition motorcycles, other than on the racetrack or designated test area at any speed above the paddock limit of 10 km/h is strongly discouraged and may result in sanctions.
- 2.2.3 When a rider or mechanic is riding or testing any motorcycle in a designated test area, that person must be dressed appropriately (pants, shirt, and closed toed shoes – no sandals).
- 2.2.4 Any operation of any vehicle in the paddock must be at a very slow, safe speed (10km/h).
Inappropriate use of ANY vehicle in the paddock by any racer, their crew or guests may result in sanctions or ejection from the facility.
- 2.2.5 Pets are discouraged and are subject to Race City rules and/or other city bylaws.
- 2.2.6 Smoking is not allowed in the pits, pre-grid, signal areas, or other restricted areas.
- 2.2.7 Refueling is not allowed outside the paddock area other than during endurance events or as specified by the race officials as outlined at the riders meeting.
- 2.2.8 Class ABC fire extinguishers are required to be visible in each racer's pit area and are required to be present during refueling.

2.3 SIGN IN

It is the responsibility of each rider to ensure that he/she has checked in with registration, filled in all necessary registration forms, and paid all applicable fees in order to enter the race track for practice or racing in each of the classes that they wish to compete in during the meet.

2.4 RIDER'S MEETINGS

All riders entered in completion MUST ATTEND the daily rider's meeting. CMRA officials may check attendance with a roll call. Any rider who misses the rider's meeting must report to the designated race official before being allowed on the track for practice or racing. Failure to attend the rider's meeting will result in being gridded at the back.

2.5 TECHNICAL INSPECTIONS

- 2.5.1 Technical inspections of motorcycles, dBcom transmitters, helmets, and riding apparel are required prior to allowing riders on the track for practice or racing.
- 2.5.2 All riders must sign in at Registration before going to Tech Inspection.
- 2.5.3 Only motorcycles that have passed technical inspection are allowed on the race track.
- 2.5.4 Race Officials may at any time recall a motorcycle, equipment or riding apparel for further inspection.
- 2.5.5 All motorcycles, equipment, and riding apparel involved in a crash must again pass technical inspection before they are allowed on the race track.
- 2.5.6 Technical Inspection stickers must be placed on the bike by the technical inspectors only. No stickers from previous events may remain on, under, or near the current Technical Inspection sticker for that event/weekend.
- 2.5.7 Bodywork lowers must be removed during technical inspection.

2.6 ON TRACK REGULATIONS

- 2.6.1 No rider may, at any time, ride in such a manner as to cause injury or endanger life or limb of other riders, officials or the public. Dangerous and/or erratic riding and/or multiple crashes may result in suspension of practice or racing by the race officials. Further sanctions, including suspension, may be taken by the CMRA against riders who ride in a dangerous/erratic/crash prone manner. Stunt wheelies and stoppies are prohibited at all times and may result in suspension or other sanctions against the rider.
- 2.6.2 No one, except riders officially entered, may ride or practice on the race course on the day of the meet. Unofficial trials on the day of the race meet are prohibited.
- 2.6.3 Under no circumstance is any person at any time permitted to ride a machine in the wrong direction of the track, unless under the express permission of appropriate Race Officials.

- 2.6.4 During a race, a motorcycle may be worked on in the pit lane area only by the rider and/or crew. On certain occasions, during a red flag incident, the riders will be directed to the paddock area and they may refuel, repair or work on the motorcycle. It is the riders' obligation to meet the required re-entry time as indicated by the blowing of horns. If the rider and machine are unable to make the re-start, the rider will be considered DNF for the race.
- 2.6.5 A rider may make repairs during a race, without assistance, in a safe area off the racecourse.
- 2.6.6 Any form of outside assistance on the course is forbidden except when the assistance is given by the officials placed by the Referee for the purpose of safety.
- 2.6.7 Radio communication with riders is only allowed during practices and endurance races.
- 2.6.8 A rider leaving the course may only continue the race by safely re-entering the course from the closest point to where that rider left the course without gaining an advantage. The rider must re-enter the course under the directions of the corner marshals if they are present in the area where the run-off occurred. It is the duty of the Race Official(s) or his designee to make the determination as to whether a rider gained any advantage by leaving the racecourse and re-entering.
- 2.6.9 Any rider exiting the track during a race is considered retired from the race unless under specific instructions from a race official such as a long delay red flag procedure.
- 2.6.10 There is no refueling during any sprint races except in the paddock area if directed during a red flag incident.

2.7 PROCEDURES FOR PRE-GRID, GRIDDING AND STARTS

- 2.7.1 Pre-Grid is located at the race course entrance.
- 2.7.2 Grid sheets are posted in the paddock close to pre grid indicating row and position of each rider. It is the responsibility of the rider to notify race officials if there is an error in the grid sheet within 20 minutes of the final grid sheets being posted, usually at 10:00 a.m. on race day. (See 8.3)
- 2.7.3 The official start/finish line and other grid positions for starting positions are plainly marked on the racecourse surface.
- 2.7.4 It is the responsibility of each rider to know and to report to their correct grid position. Riders found in the wrong grid position may be assessed a penalty, especially if the grid position is in advance of their originally assigned grid position.
- 2.7.5 A first warning (five minute warning) indicated using a board and/or three horn blasts at pre grid. Every effort is made to signal the five minute warning five minutes before the gates are opened for the competitors to enter the track for their warm-up laps. However, the five minute warning is often given before the end of a race and crashes or other on track incidents may delay access to the race track.
- 2.7.6 A two minute warning is indicated using a board or two horn blasts at pre grid when the Race Officials feel confident that the gates can be opened in two minutes.
- 2.7.7 Every attempt is made to open the gates for the warm-up lap(s) at the completion of the two minutes (single horn blast). Delays should only occur in extraordinary circumstances primarily for safety reasons.
- 2.7.8 The Pre-Grid Marshal controls entry to the racetrack from the pre-grid and pit area and waves racers on to the track for their warm up lap as directed by the starter. The Pre-Grid Marshal will allow racers to enter the track for the warm-up lap up until the point the first racer on the track has passed corner 1. The Pre-Grid Marshal will then hold the remaining riders off the track until the conclusion of the warm up lap. The gate will remain open and racers may take their position on the grid until such time as the Starter informs the Pre-Grid Marshal that no more riders may form up on the grid. Once the gate is closed, no entry to the track is allowed. Riders who do not wish to take their warm up lap, should enter through the gate and wait instruction from the pre grid marshal to take their spot on the grid. Riders who miss gridding altogether can start from the pits, the Pre-Grid marshal will allow starting up to 30 seconds from the drop of the starter's flag.
- 2.7.9 The Starter controls gate closure and any inclusion of racers and placement of motorcycles on the grid. The Starter may designate an official as their assistant who can deal with any issues at track level especially in races with large grids. The Starter holds a red flag at the start finish line to indicate final gridding. As a final warning, the Starter leaves the track surface and move to the starter's position.
- 2.7.10 Should a rider have a problem once on the start grid, the rider must wave his/her arm in the air to get the attention of the Starter. If the problem cannot be resolved immediately the rider is given time to remove the motorcycle

from the grid, and can then join the race once the field has left the grid. Once a full lap has been completed by the leading racer on the track, the competitor who has the problem at the start line may not join the race and must wait safely at the side of the track for the end of the race to be picked up.

- 2.7.11 Riders who are not properly staged at the start flag may be assessed a penalty. That penalty may be a stop and go penalty in pit lane or a loss of positions(s) at the conclusion of the race. A rider is considered staged when the front wheel is on the designated grid line. A rider is assessed a jump start penalty if the front wheel crosses the designated grid line prior to the start flag being dropped. See sec 7.4.5 for specifics on jump start penalty.
- 2.7.12 Starts may be divided and started in separate groups or "waves". Time interval between waves is determined by the Starter or the Clerk of the Course. The start flag is displayed separately for each wave. Riders in the second "wave" must have their left arm in the air while the first wave is started. Once the first wave has been started, the Starter will raise the start flag again and signal the second groups' start. Once the first group has started, if it is necessary to abort the start of the remaining group(s), the red flag is displayed immediately and there is a complete restart.

2.8 PROCEDURES FOR STOPS AND RESTARTS

- 2.8.1 When a race is stopped with fewer than two laps completed, all riders may re-start. The race re-starts with the original starting grid order and runs for its full number of laps (time permitting). A race lap is "completed" when all riders in that lap have crossed the start/finish line (lapped riders are excluded).
- 2.8.2 The Race Official(s) will attempt to determine which rider(s) caused any incident that leads to a red flag. If the Race Official(s) identify the rider(s) responsible for stopping the race, then the first rider involved is gridded last on the restart, the next rider next to last, etc. This rule applies to all re-starts.
- 2.8.3 When a race is stopped with more than two laps, but less than 50% of the total laps completed, field is re-gridded for the restart.
- 2.8.4 When a race is stopped in which more than 50% but less than 80% of the total laps have been completed, the race may be considered complete or incomplete by Race Officials. If the race is considered incomplete, it will be re-started.
- 2.8.5 When a race is stopped in which 80% or more of the total laps have been completed, the race is considered complete and there is no restart.
- 2.8.6 Re-start grids and/or finishing order will be determined as follows:

Non-lapped riders are credited for their completed laps according to the order they crossed the finish line in the last fully-completed lap that precedes the red-flagged lap.

For example, in a 10 lap race: If the red flag is raised when the race leader has completed 6 laps and is on his 7th lap, but not all of the other non-lapped riders have completed their 6th lap, the placings will be those held

at the end of the 5th lap. If the red flag is displayed when the race leader and all non-lapped riders have completed 6 laps and are on their 7th lap, the re-grid placings will be those held at the end of the 6th lap.

Exception: If the race is stopped after the checkered flag has been waved, the following procedure applies:

- 1) All riders who have passed the checkered flag before the race is interrupted maintain their placings as they pass the checkered flag.
- 2) Riders who have not passed the checkered flag when the race is suspended are assigned the positions they held at the end of the previous lap of the race.

- 2.8.7 In the case of no restart, any rider(s) deemed responsible by the Race Official(s) for the race-ending incident may be placed in the results, at the end of their respective laps, using the method described previously for re-gridding.

2.9 RACE FINISHES

- 2.9.1 A race is officially ended for all contestants when the final rider completes the lap on which the winner was shown the checkered flag. If a race is ended by a red flag, the rules listed in section 2.8 take precedence.
- 2.9.2 Should the checkered flag be displayed later than the official distance, the winner is decided on the basis of the official distance. Under any other circumstances, the winner is the leader at the time the checkered flag is displayed.
- 2.9.3 Should a rider be given the checkered flag ahead of the actual winner, or with the winners, the rider is scored as having completed the race in the race position the rider was running at that time.

2.10 OFFICIAL RACE RESULTS AND CLAIM TIME

No official announcement of race results is given until all scoring materials are examined and approved by the Head Scorer. Provisional results are then posted in the paddock area in a location announced at the mandatory riders' meeting. The posted results will become official unless discrepancies are reported or protests are made by the riders who competed in the event(s) to the appointed official within one hour after the final race's preliminary results are posted. An official is appointed to stand by during the posting time limit.

All claims must be referred to the appointed official in order to be considered. If the appointed official leaves before the hour is up then a protest may be made by email within 24 hour to cmra@roadracing.org.

If a race day protest claim is made in the prescribed manner, a review of the protest shall be made by Competition Committee. Competitors will have 48 hours to notify the CMRA by email if they wish to further protest a race result.

In the result of a further protest, a meeting of the CMRA Executive Committee will be called to review the situation, and make a final decision.

CHAPTER 3

OFFICIAL FLAGS

It is each rider's responsibility to understand, be aware of and obey any of the following flags.

3.1 OPERATIONAL FLAGS

| | |
|-----------------------|---|
| Canadian Flag | Indicates start of race. |
| Checkered Flag | Indicates end of race or practice session. Proceed around course to the designated track exit. |
| Red Flag | The race has been stopped. Reduce speed, proceed safely to the next corner marshal station. Do not exit the track unless specifically instructed to do so by a race official. Exiting the track unless directed by an official results in immediate disqualification. |
| Black Flag | Indicates a problem with your motorcycle or a disqualification. The flag will be pointed at the rider and/or number board displayed with flag indicating rider being signaled. If this happens to you: <ul style="list-style-type: none">- Carefully reduce speed and stop at the first safe location off the race course if you have a mechanical problem, or proceed safely to pit lane, and report to the Starter, Assistant Starter, or Referee.- Riders are not permitted to return to the race course unless cleared by the Referee, Starter, or Pit Lane Marshal. |

3.2 WARNING FLAGS

| | |
|-------------------------------------|---|
| Yellow Flag with Red Stripes | Indicates debris, fluid or a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution. |
| Stationary Yellow Flag | Indicates a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution. |
| Waving Yellow Flag * | Indicates serious hazards on or near the track. Proceed with caution. No passing allowed from the flag stations displaying the waving yellow flag until the rider is beyond the incident. |
| Stationary White Flag | Indicates that an ambulance or other safety vehicle is on the race course. Passing is allowed. Exercise caution. |

Waving White Flag *

Indicates an ambulance or vehicle is immediately ahead. Passing is not allowed until the rider is beyond the vehicle. Reduce speed and exercise extreme caution when passing.

*** WAVING YELLOW/WHITE FLAG PENALTIES:** Every effort should be made by the riders not to pass while a waving yellow condition exists. However, occasionally in racing situations a pass will occur in waving yellow conditions. If the rider made a safe pass and immediately gave up the position after the incident, then no penalty will be assessed. If the rider made a safe pass and did not give up the position, then a five place penalty will be assessed. If the rider made an unsafe pass, they will be disqualified.

3.3 COURTESY FLAGS

Green Flag

Indicates clear track conditions.

Furled Blue and Green Crossed

Indicates 1/2 total race distance.

Blue and White Flag

Indicates 1 lap remaining in the race.

CHAPTER 4

RIDER APPAREL

**The following apparel must be worn
in all events.**

**Rider apparel must pass
technical inspection.**

4.1 HELMET

- 4.1.1 Helmets must be certified by the manufacturer and have a sticker affixed stating it meets or exceeds the SNELL 2000, B.S.I., or E.C.E. Standards. All riders are encouraged to have their helmets replaced within five years of purchase period as recommended by the helmet manufacturers. Helmet will be inspected for proper fit at technical inspection.
- 4.1.2 All helmets must be undamaged. Technical Inspection may disqualify helmets damaged during a crash.
- 4.1.3 All helmets must be full face helmets. Hinged helmets are prohibited.
- 4.1.4 Visors must be closed on the helmet during any practice or race session.

4.2 RIDING SUIT, BOOTS AND GLOVES

- 4.2.1 Suits must be made of leather.
- 4.2.2 Suits must be one-piece or, if two-piece suit is worn the jacket and trouser sections must be securely fastened. One-piece motorcycle race suits with removable knee slider pucks are highly recommended.
- 4.2.3 Sparking knee sliders are prohibited.
- 4.2.4 If the suit is not equipped with a hard plastic back protector, the rider must wear a suitable back protector under the riding suit.
- 4.2.5 Proper motorcycle gloves made of leather must be worn. Gloves using a combination of nylon and leather are acceptable if leather protects the fingers and palms.
- 4.2.6 Boots must come up at least eight inches in height. Proper motorcycle race boots are recommended.
- 4.2.7 Keep a copy of your CMRA competition licence with appropriate medical and contact information in the pocket of your leathers whenever you are on the track. The information on the licence is important to identify you to rescue personnel (for example if a rider has switched bikes).

CHAPTER 5

COMPETITION CATEGORIES AND EQUIPMENT STANDARDS

5.1 COMPETITION CATEGORIES

Formula II
Women's Cup
Veterans
Sportsman
Amateur Middleweight Sportbike
Expert Middleweight Sportbike
Middleweight Superbike
Expert Superbike
Amateur Superbike
Open Thunder
Senior Open
Ducati Cup GTU
Ducati Cup GTO
Endurance

Classes may be added or dropped during the year based on if a minimum number of riders are registered.

5.2 EQUIPMENT STANDARDS – GENERAL

All motorcycles must meet these requirements. See additional restriction and requirements under each competition category. At this time the CMRA does not require belly pans that will contain oil/water leaks. It is highly recommended that competitors use these belly pans as a prudent safety measure. Also see Appendix B for lock wiring instructions.

5.2.1 Approval of Superbikes

All Superbike frame and engine combinations must be made by the same manufacturer.

5.2.2 Approval of Sportbike motorcycles

- 5.2.2.1 Sportbike racing class machines must be standard models in legal road trim as catalogued by the original equipment manufacturers and sold to the general public in Canada or U.S.A. for street use and available from all of their authorized dealers.
- 5.2.2.2 A minimum of twenty (20) units of a particular street-legal motorcycle model must be imported by the Japanese manufacturer or appointed distributor, in the given model year, for that machine to be legal for Sportbike class racing.
- 5.2.2.3 Non-Japanese manufactured motorcycles must have a minimum of five (5) units of particular street-legal motorcycle model imported by the manufacturer or appointed distributor, in the given model year, for that machine to be legal for Sportbike class racing.

- 5.2.2.4 The machinery may not be a modification of a model produced by the original engine and frame manufacturer or not be equipped with any speed kits whether supplied by the original manufacturer or not, unless supplied complete and in showroom form by the original manufacturer.

Exception: In the Lightweight class, 5.2.2.1 – 5.2.2.4 do not apply. For Lightweight, any motorcycle (except 250cc or higher GP bikes) may be used, providing the motorcycle meets the horsepower limitation for the Lightweight class.

5.2.3 Approval of Endurance Motorcycles

All Endurance machinery must follow rules outlined above for Superbike.

5.2.4 Safety

- 5.2.4.1 Where the rules permit or require components of equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the motorcycle components will perform in competition with safety.
- 5.2.4.2 Any component of a motorcycle, that the Chief Technical Inspector deems necessary for safe operation must be securely mounted, in proper working order, and structurally sound.

5.2.5 Fuel Requirements

- 5.2.5.1 All motorcycles must use petroleum-based gasoline.
- 5.2.5.2 Specific gravity must fall within the range: .700 - .775 at 60 deg. F.
- 5.2.5.3 Nitrogen additives are prohibited.
- 5.2.5.4 Aftermarket oxygen bearing additives are prohibited. (i.e.: Propylene Oxide is strictly prohibited.)
- 5.2.5.5 Lubrication or knock suppression additives are permitted, provided the resulting mixture will meet the specific gravity requirements.
- 5.2.5.6 Samples for analysis may be taken from a competitor's fuel tank at the discretion of the Chief Technical Inspector or the Referee.

5.2.6 Street Equipment

- 5.2.6.1 Turn signals, mirrors and headlight glass parts must be removed.
- 5.2.6.2 Taillight/brake light must be removed or disabled. Tail light lenses may be retained but must be taped over.
- 5.2.6.3 Horn must be removed or disabled.
- 5.2.6.4 Fiberglass bodywork that replaces the "street" bodywork and is specifically designed for motorcycle racing applications is highly recommended.

5.2.7 Engines

- 5.2.7.1 Engine displacements are listed under various class requirements.
- 5.2.7.2 Engine Displacement Measurement:
 - Displacement = $B \times B \times .7854 \times H \times N$
 - B= Cylinder bore; H= Stroke; N= Number of cylinders
 - If bore and stroke in millimeters, divide end product by 1,000 to convert to cubic centimeters (cc).
 - If bore and stroke in inches, multiply end product by 16.387 to convert to cubic centimeters (cc).
- 5.2.7.3 Coolant must not contain ethylene glycol or propylene glycol. Only water or water with an additive like Water Wetter may be used.
- 5.2.7.4 Primary drive must be completely enclosed by a cover or guard.
- 5.2.7.5 Supercharging and turbo-charging are prohibited except in Sportsman.
- 5.2.7.6 A maximum of 6 gearbox speeds are allowed.
- 5.2.7.7 Engine case guards are recommended but are not mandatory.

5.2.8 Fluid Containment

- 5.2.8.1 Safety wire all drain plugs and filler caps (except fuel cap).
- 5.2.8.2 Safety wire all oil filter bolts. Safety wire or clamp (with a metal clamp) all oil filter cans so the filter cannot turn.
- 5.2.8.3 Route all vent/breather/overflow tubes coming from the engine, transmission, or radiator into either a heat-resistant catch can of at least 350cc capacity, a liquid-tight belly pan or the air box. If the air box is used, drains from the box must be routed into a catch can or removed and the box sealed.
- 5.2.8.4 Oil lines containing positive pressure, if altered, must be of steel-braided construction with properly attached end fittings (crimped OEM type or threaded aircraft type). Hose clamps, tie-wraps or safety wire are unacceptable for this application.
- 5.2.8.5 Other fluid or breather tubes must be securely attached utilizing wire clips, hose clamps, etc.
- 5.2.8.6 Securely mount oil coolers in a protected area.
- 5.2.8.7 All motorcycles must have engine cases that are in good condition and retain all fluids. Modern motorcycles with narrow engine cases are more crash resilient than older motorcycles where the engine cases protruded several inches beyond the engine block. It is the riders' responsibility to ensure adequate protection of the engine cases to prevent fluid leakage during a crash. Engine case guards, frame sliders, heavy-duty replacement covers are all methods to prevent damage that might cause a leak. Racers are highly encouraged to install appropriate protective equipment that is appropriate for their motorcycle. The Technical Inspector will inform riders if their motorcycle leaks fluids, has damaged covers or presents a potential danger of leakage. Racers may be warned or requested to fix or replace any items on their motorcycle before being allowed on the track.

5.2.9 Exhaust System

- 5.2.9.1 Securely attach together and bolt to the frame exhaust pipes and mufflers.
- 5.2.9.2 The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire.
- 5.2.9.3 The inside of the exhaust discharge end must be a maximum of 127mm from the outside edge of the tire or frame to prevent another rider's wheel or leg from being trapped.

- 5.2.9.4 No motorcycle competing in a CMRA event may run an un-baffled or "open exhaust" system. All machines competing in CMRA sanctioned events may be required to pass a sound inspection. The decibel limit is 106 dB's, with the reading taken at 60% of the machine's redline (maximum R.P.M.), 36" and 45 degrees from the end of the exhaust system. Machines that fail to meet these standards will not be allowed to compete.

5.2.10 Frame

- 5.2.10.1 Cracked or broken frames are prohibited.
- 5.2.10.2 Remove all stands.
- 5.2.10.3 The addition of a Shark Guard® or similar device is highly recommended.

5.2.11 Handlebars and Controls

- 5.2.11.1 No cracked or broken handlebars.
- 5.2.11.2 Control levers must have minimum 12mm diameter ball ends.
- 5.2.11.3 All motorcycles must be equipped with a functional mechanical kill device (compression release, etc.) or ignition cut-off switch or button, mounted on the handlebar within reach with hand on the grip.
- 5.2.11.4 Silicone, safety wire, or a castellated nut with cotter pin should be used to secure the front brake lever bolts and/or nuts.

5.2.12 Footrests

Footrests may be of rigid or folding construction and must present no cutting hazard. Footrest must have a non-slip surface (knurled, rubber-covered, etc.).

5.2.13 Forks

Silicone or tape all fork oil drain screws. Steering dampers may be added or modified. All pinch bolts and wheel axle nuts must be safety wired.

5.2.14 Brakes

- 5.2.14.1 All motorcycles must be equipped with adequate and operational front and rear wheel brakes. Safety wire all bolts attaching brakes to motorcycle.
- 5.2.14.2 Apply a bead of silicone to all brake banjo bolts (to prevent loosening).

5.2.15 Fenders

Front fenders are required and must provide adequate tire clearance.

5.2.16 Fuel Tank

Only one fuel tank is allowed per motorcycle. Fuel tank vent lines must have a device to prevent the escape of gasoline.

5.2.17 Tires

- 5.2.17.1 Dirt application tires are prohibited.
- 5.2.17.2 Tires on motorcycles presented to technical inspection must be in good condition.
- 5.2.17.3 Tire valve caps must be of metal construction.

5.2.18 Bodywork

- 5.2.18.1 Securely fasten all bodywork to the frame.
- 5.2.18.2 Sufficient access must be available for technical inspections.
- 5.2.18.3 Removal of lowers is required for technical inspections.

5.2.19 Number Plates

- 5.2.19.1 A white background sufficient to display competition numbers must be present on the front and each side of the motorcycle. Side plates must be mounted on the machine in a clearly visible location to the rear of the rider.
- 5.2.19.2 Number plates must be securely mounted. They must be clearly visible and not obstructed by any part of the motorcycle or by the rider in riding position.
- 5.2.19.3 Plastic or fiberglass number plates may be no less the 1/16" thick.
- 5.2.19.4 Number plates or number display areas must be white with a non-glare surface and of adequate size to provide ample white space (approximately 1") around and between numbers.
- 5.2.19.5 Amateur/Novice numbers are red and should be at least 7" high and 1" wide.
- 5.2.19.6 Expert numbers are black and should be at least 7" high and 1" wide.
- 5.2.19.7 Front display may be painted on the front of the motorcycle's fairing only if that front section is of adequate area and display is clearly legible. Otherwise, an adequate size front plate must be mounted to the fairing.
- 5.2.19.8 Side plates or displays must be mounted high enough to be clearly visible when the motorcycle is leaned in a corner. Side displays may be painted on rear bodywork only if that bodywork presents a basically flat surface of adequate area. Otherwise, adequate size side plates must be utilized.
- 5.2.19.9 The front number plate on all machinery entered in CMRA events must be angled appropriately to display the front numbers.
- 5.2.19.10 All numbers must be clearly legible by scoring. Competitors are required to secure satisfactory numbers for scoring in order to compete
- 5.2.19.11 Where possible, each motorcycle competing in a CMRA event must carry complete number identification comprising three number plates, one on the front of the machine and one number plate on each side. Due to space restraints on late-model tail sections, the motorcycle may carry one number plate on the top of the tail section, but the number must be large enough to be clearly visible from the scoring tower. Each plate must display that rider's designated and registered CMRA competition number.
- 5.2.19.12 Number plates may not have sharp edges or corners. Numbers should be painted on or be of the pre-cut, adhesive variety. Each machine must have all plates and numbers attached in a "ready to race" fashion when presented for technical inspection. CMRA officials may request that a racer alter their numbers to ensure they are properly visible.
- 5.2.19.13 No advertising or sign writing may appear on the number plates.

5.2.20 Motorcycle Appearance and Crash Damage Repair

- 5.2.20.1 All motorcycles must present a neat and clean appearance.
- 5.2.20.2 Crash-damaged motorcycles must pass technical inspection before returning to competition.

5.2.21 Lap Scoring Tags

- 5.2.21.1 Competitors must have working Zoomius RFID tags affixed to both sides of their helmet.
- 5.2.21.2 RFID tags are required for practice sessions. If you enter the racetrack and your tag is not registering you may be "black flagged" You will have to report to the starter or exit the track and report to the tower with your helmet.

5.3 HORSEPOWER LIMITS

Immediately following each horsepower limited heat and/or race, the top five finishers must report to the dyno, and the top three finishers plus other motorcycles chosen at random will be dyno tested to verify horsepower (see 7.5.2 for exceptions). Each class is restricted to the following maximum rear wheel horsepower.

| | |
|------------------------------|--|
| Veterans | 65 HP |
| M/W Sportbike, M/W Superbike | 125 HP (Match Canadian National HP Limits) |
| Amateur & Expert Superbike | 195 HP (Match Canadian National HP Limits) |
| Ducati Cup GTU | 125 HP |
| Ducati Cup GTO | 195 HP |
| Women's Cup | 125 HP |

Switches or other devices designed to affect the horsepower readings between the race and during dyno-testing are strictly prohibited.

Any motorcycle that tests over the class horsepower limit is penalized finishing positions as outlined below:

- 0.0 - 1.9 HP (2 position penalty)
- 2.0 - 2.9 HP (3 position penalty)
- 3.0 - 4.9 HP (4 position penalty)
- 5 or greater (Disqualification)

Dyno horsepower limits will be applied whether or not riders had a chance to test their motorcycle before the race, even if the dyno was unavailable for any reason.

5.4 NOVICE EQUIPMENT

Novice motorcycles must meet the requirements in Equipment Standards - General. (See 5.15 for Restricted Competition Licence requirements).

5.5 FORMULA II EQUIPMENT

Formula II motorcycles must meet the following requirements in addition to the requirements in Equipment Standards - General.

5.5.1 Engine Displacements

- 5.5.1.1 0-250cc two-stroke water cooled “racing” engines maximum of two cylinders
- 5.5.1.2 0-430cc two-stroke air cooled maximum of two cylinders
- 5.5.1.3 0-500cc two-stroke single cylinder
- 5.5.1.4 0-450cc water cooled production based “street” crankcases unlimited cylinders
- 5.5.1.5 0-650cc four-stroke liquid cooled or air cooled maximum of two cylinders
- 5.5.1.6 Unlimited displacement four-stroke single cylinder
- 5.5.1.7 Air cooled twins to a maximum of 1300cc with pushrod activated valves (i.e.: Buell’s)

5.6 SPORTBIKE EQUIPMENT

Sportbike motorcycles must meet the following requirements in addition to the requirements in Equipment Standards - General.

Sportbike motorcycles may be updated or backdated with production OEM parts from other model years of same manufacturer and model line, limited to internal engine components, transmission, final drive, wheels, suspension, and brakes.

5.6.1 Brakes and Wheels

Original equipment brake systems and wheels must be used. 18” rims may be replaced with non-aftermarket 17” rims. Aftermarket brake pads and lines may be installed, and the front brake master cylinder may be substituted. Aftermarket front brake rotors may be used as long as the rotors are the same size as OEM equipment. Caliper mounts/hangers front and rear may not be modified or substituted.

5.6.2 Forks

Original forks must be retained. Modifications are limited to the following:

- 5.5.2.1 Internal parts may be changed.
- 5.5.2.2 Springs may be replaced.
- 5.5.2.3 A steering damper may be installed and is highly recommended
- 5.5.2.4 A fork brace may be installed.

5.6.3 Swingarm

Original model swingarm and rear shock linkage must be retained. The rear shock may be modified or replaced.

5.6.4 Frame

Original frame must be retained. Unnecessary brackets may be removed and strengthening gussets may be added.

5.6.5 Bodywork/Appearance

- 5.6.5.1 Aftermarket OEM-style bodywork and custom fairing mounts may be used.
- 5.6.5.2 The stock gas tank must be used.
- 5.6.5.3 A front fender must be mounted.
- 5.6.5.4 The fairing should resemble the shape of the OEM machine in silhouette.

5.6.5.5 Aftermarket clip-ons, foot pegs, shift/brake mechanisms and fasteners may be used.

5.6.5.6 Tail sections may be increased in size to allow for legal size number plates. The organizers retain the right to require number plates on machines with small or unusually-shaped tail sections.

56.6 Engine modifications are unlimited, except for the following

- 5.6.6.1 Stock cases, barrels and heads must be used, but may be altered.
- 5.6.6.2 Stock carburetor bodies or fuel injection systems must be used, but carburetor internals or injection management systems may be altered or replaced.
- 5.6.6.3 The stock airbox is not required, but an airbox is required. A filter is not required. Larger airboxes may be fitted, but the stock tank and tank placement/mounts must be used. Ram air systems, including ducts and scoops, must be identical in spec. to stock O.E. fitment.
- 5.6.6.4 Aftermarket exhaust systems may be used, but must be baffled and meet noise restrictions as specified by host circuits.
- 5.6.6.5 “Quick shifters” are allowed but must be mechanically actuated through the shift lever.
- 5.6.6.6 Clutch actuation may be modified to a racing “kit” type.

5.6.7 Tires

Only treaded tires that meet DOT standards and carry full DOT documentation may be used with the exception of rain tires that may be “race only”.

Exception: In Heavyweight Sportbike, the use of slicks is allowed.

5.7 OPEN SUPERBIKE EQUIPMENT

Superbike motorcycles must meet the following requirements in addition to the requirements in Equipment Standards - General (5.2) and Sportbike Equipment (5.6).

5.7.1 Engine Displacements

- 5.7.1.1 over 240cc two stroke
- 5.7.1.2 over 490cc four stroke

5.7.3 Non-treaded racing slicks are allowed.

5.8 VETERANS EQUIPMENT

Veteran's motorcycles must meet the following requirements in addition to the requirements in Equipment Standards - General.

5.8.1 Rider Requirement

Rider must be 40 years old or older on that race day.

5.8.2 Engines

- 5.8.2.1 Motorcycles in Veterans class can have any street-based or dirt-bike based engine
- 5.8.2.2 Motorcycles are restricted to a maximum of 65 rear wheel horsepower.
- 5.8.2.3 Liquid-cooled engines (other than dirt-bike based engines) must be at least ten years old.
- 5.8.2.4 Case guards are recommended but not required.

Exception: GP bikes are only allowed if they run a street-based 4-stroke single engine.

5.8.3 Tires

Only treaded tires may be used.

5.9 SPORTSMAN EQUIPMENT

Sportsman motorcycles must meet the following requirements in addition to the requirements in Equipment Standards - General.

- 5.9.1 Chassis (frame) and engine cases must be at least ten years old or older.
- 5.9.2 Motorcycle must meet Open Superbike technical requirements and will also include any GP bikes (motorcycles NOT street production based)
- 5.9.3 Engine case guards are recommended but are not mandatory.

5.10 SENIOR OPEN EQUIPMENT

Senior Open motorcycles must meet the following requirements in addition to the requirements in Equipment Standards - General.

- 5.10.1 Motorcycle must meet Open Superbike technical requirements and will also include any GP bikes (motorcycles NOT street production based).
- 5.10.2 The rider must be 35 years old or older on that race day.

5.11 OPEN THUNDER EQUIPMENT

Open Thunder bikes must meet the requirements in Equipment standards - General.

- 5.11.1 Motorcycle must meet Open Superbike technical requirements.
- 5.11.2 Displacement:
 - Unlimited displacement single-cylinder motors
 - 0-500cc V3 and V4 motors
 - Unlimited displacement two-cylinder motors
- 5.11.3 Super charging and Turbo charging are prohibited.
- 5.11.4 Non treaded slick racing tires are allowed.

5.12 DUCATI CUP GTU EQUIPMENT

Ducati Cup motorcycles must meet the following requirements in addition to the requirements in Equipment Standards - General.

- 5.12.1 Chassis (Frame) and Engine must be of Ducati Manufacture.
- 5.12.2 Unlimited engine modifications (except supercharging and turbocharging).
- 5.12.3 Motorcycles are horsepower limited as per Section 5.3.
- 5.12.4 Non-treaded slick racing tires are allowed.

5.13 DUCATI CUP GTO EQUIPMENT

Ducati Cup motorcycles must meet the following requirements in addition to the requirements in Equipment Standards - General.

- 5.13.1 Chassis (Frame) and Engine must be of Ducati Manufacture.
- 5.13.2 Unlimited engine modifications (except supercharging and turbocharging).
- 5.13.3 Motorcycles are horsepower limited as per Section 5.3.
- 5.13.4 Non-treaded slick racing tires are allowed.

5.14 WOMEN'S CUP EQUIPMENT

The Women's Cup class is for ladies only, and motorcycles must meet the requirements in Equipment Standards - General and Sportbike Equipment (5.6).

5.15 RESTRICTED COMPETITION LICENCE

CMRA Restricted Competition licences are available for competitors 12 years of age and older. Restricted licences are only issued upon successful completion of a CMRA Performance Roadracing School or equivalent.

5.15.1 Restricted Competition Rules

- 5.15.1.1 Restricted Competition licence competitors can only race in Lightweight and Formula II races.
- 5.15.1.2 Restricted Competition licence competitors are limited to machines producing a maximum of 55 horsepower. At no time may a Restricted Competition licence competitor compete on a motorcycle producing more than 55 hp, as tested on the CMRA dyno on that day.

5.15.2 Engine Displacement

Restricted Competition licence competitors are limited to motorcycles with the following displacements:

- 0-125cc 2 stroke water cooled "racing" engines maximum of 2 cylinders
- 0-400cc 2 stroke air cooled maximum of 2 cylinders
- 0-400cc 2 stroke single cylinder
- 0-400cc water cooled production based "street" crankcases unlimited cylinders
- 0-400cc 4 stroke maximum of 2 cylinders

5.15.3 Insurance Disclaimer

The following are Insurance Guidelines regarding Underage Competitors and CMRA Restricted Competition Licences.

- 5.15.3.1 The minor must complete and sign the minor waiver for each event.
- 5.15.3.2 The parent/legal guardian who accompanies the minor must complete and sign the parental waiver and release for each event. A parent or legal guardian must accompany the minor. A friend, neighbor or fellow racer is not adequate.
- 5.15.3.3 Both parents (if alive) or legal guardians must sign the parental waiver and release at least annually. This is in addition to the event waiver and release for each event.
- 5.15.3.4 The minor must have prior experience racing.
- 5.15.3.5 The minor must participate in a racing school prior to competing in their first event.
- 5.15.3.6 There must be a process of evaluation with the minor starting his or her first race at the back of the grid to gain experience, for the first race only then the racer will be gridded for the next event where he or she finished.
- 5.15.3.7 The minor can only participate in local events and not in national events and classes.
- 5.15.3.8 Restricted Competition licence competitors are not allowed to enter the Novice race and can only race in the classes as outlined in 5.15.1.1

CHAPTER 6

COMPETITOR AND CREW BEHAVIOR

All parties involved in CMRA road racing events are expected to conduct themselves in a mature and orderly fashion. Riders are responsible for the behavior of their crew, family and pets. Any behavior problems caused by crew members, relatives, friends or pets at a CMRA event could result in expulsion from the event or penalties being assessed to the responsible rider as outlined in Chapter 7 Section B. These penalties are not subject to appeal.

The following rules apply at all CMRA events.

- 6.1 Pets are discouraged and fall under Race City rules and regulations and/or city bylaws.
- 6.2. No unsupervised children under the age of 10 allowed in the paddock area. No one under the age of 16 is allowed in "hot pit lane" or trackside.
- 6.3 All crew must wear suitable body and leg covering clothing while in pit lane. Shoes must be worn, and no shorts are allowed. Shorts are allowed in the paddock area.
- 6.4 No crew member, relative, or friend may assist a rider outside of pit lane or the paddock area, regardless of the reason, without first receiving permission from a CMRA official.
- 6.5 No competitor, crew, or family member may consume alcohol while in the pits or paddock until the racing is finished for the day.
- 6.6 Any person found consuming, or under the influence of any element that could create an abnormal state of mind shall be removed and refused re-admittance to all restricted areas, at the discretion of CMRA or Race City officials.
- 6.7 No competitor, crew, or family member may verbally or physically abuse or threaten a CMRA racing official or volunteer.
- 6.8 All competitors must complete and sign all the appropriate entry forms and track waivers, and fully pay all applicable fees before taking part in any testing session, practice, race or school.
- 6.9 The Scoring and Timing Tower area may be accessed only for general information regarding RFID tags. All other concerns must be directed to a CMRA Official.
- 6.10 No competitor, crew, or family member may take part in any altercation anywhere on track property.
- 6.11 No Competitor may take part in any event for which they did not legally qualify.
- 6.12 No rider, crew member, relative or friend may participate in any activity deemed to be "unsportsmanlike" by CMRA Officials.

CHAPTER 7

OFFENSES, PENALTIES, PROTESTS AND APPEALS

7.1 GENERAL INFORMATION

By establishing and enforcing the various CMRA rules and procedures, the CMRA strives to regulate the sport of motorcycle roadracing in the fairest possible manner. As a licenced CMRA competitor, each rider agrees to abide by the CMRA's rules and regulations. All parties involved in CMRA roadracing events must conduct themselves in a professional manner, respecting at all times the rights and the safety of others. Participation in CMRA sanctioned activities is a privilege afforded to licence holders, and all licence holders understand that violation of CMRA rules and procedures can lead to forfeiture of their competition licences and other disciplinary actions as outlined herein.

7.2 GENERAL OFFENSES AND PENALTIES

This section outlines actions that are considered detrimental to the sport of motorcycle racing and that may result in a range of disciplinary actions. Unless otherwise specifically provided for in these rules, the CMRA is empowered to suspend any rider, mechanic or crew member for a period of one meet, up to an indefinite suspension for violation of these rules or other actions deemed, in the sole discretion of the CMRA, to be detrimental to the race meet and the sport of motorcycle racing.

In addition to the fines listed under specific infractions, the Referee is empowered to invoke any or all of the following penalties:

- 7.2.1 Monetary fines shall be at least \$25 and up to \$2,500. The type of infraction determines the specific amount of each fine.
- 7.2.2 Loss of event points, purse and available contingencies at the event.
- 7.2.3 Loss of points for all of the season up to the time of the infraction.
- 7.2.4 Suspension of CMRA Competition Licence and participation in CMRA sanctioned activities.
- 7.2.5 Permanent loss of CMRA Competition Licence and participation in CMRA sanctioned activities.

NOTE: The beginning and ending dates of any suspension are determined by the CMRA. Any rider under suspension, or otherwise disciplined under these rules of competition, may be reinstated by action of, and in the sole discretion of the CMRA.

Any supplemental rules, regulations, instructions or procedures the CMRA establishes for the purpose of implementing, interpreting or enforcing these rules are deemed to be part of the rules.

The following offenses are subject to disciplinary action by the Referee and/or CMRA. This list is provided as guidance to licenced competitors but does not restrict CMRA from invoking penalties for other actions detrimental to the sport which are not specifically contemplated herein.

7.3 CONDUCT OFFENSES

- 7.3.1 Falsifying one's age or ability to meet any of the various eligibility requirements as set forth by the CMRA, or in general, competing or attempting to compete in CMRA sanctioned activities under false pretenses. No competitor may take part in any event for which they did not legally qualify.
- 7.3.2 Competing under a false name or in any other way attempting to gain an unfair advantage.
- 7.3.3 Abetting or knowingly engaging in any race in which the result is "fixed" or prearranged.
- 7.3.4 Giving, offering or promising, directly or indirectly, any bribe in any form, to any person, in an attempt to circumvent CMRA rules or procedures or to otherwise gain an unfair advantage.
- 7.3.5 Accepting or offering to accept any bribe in any form, from any person, in an attempt to circumvent CMRA rules or procedures or to otherwise gain an unfair advantage.
- 7.3.6 Refusing to provide a factual statement regarding an item under appeal when requested by the CMRA or a party to the appeal; or interfering in any way with the CMRA's protest and appeal procedures in order to influence the outcome.
- 7.3.7 Conspiring with any person for the commission of any violation of these rules or any of the practices listed herein.
- 7.3.8 Engaging in any unfair practice, misbehavior or action detrimental to the sport of motorcycling in general, whether or not related to a specific competition.
- 7.3.9 Wagering by a participant on the outcome of any CMRA sanctioned event.
- 7.3.10 An attack on a CMRA official, verbal or physical, and/or engaging in a fight. This includes any person who attacks or is involved in a fight anywhere on the premises prior to, during, or after a CMRA event. There is a minimum penalty of a 1 race weekend suspension.
- 7.3.11 Riders refusing to immediately surrender their motorcycle to the Referee or his designee upon demand, or refusing to allow examination or measurement of a motorcycle's components, is in violation of these rules.
- 7.3.12 PENALTIES FOR NSF CHEQUES
Cheques made out to CMRA returned NSF will have a \$25.00 fee charged to the racer as well a one race suspension and possible additional sanctions if repeated.

7.4 RACING OFFENSES

- 7.4.1 Failure to appear for scheduled registration and/or pre and post race tech inspection. Penalty: A fine not to exceed \$500 and/or disqualification from the race meet.
- 7.4.2 Failure to attend riders' meeting on Race day will result in that racer being gridded at the back.
- 7.4.3 Improper dress by a rider and/or members of his crew. Penalty: First offense - \$50 fine. Second offense - \$100 fine. Third offense - \$200 fine and/or suspension from competition for a period not to exceed 60 days.
- 7.4.4 Receiving any form or prohibited outside assistance, including, but not limited to, receiving radio transmissions while in competition, except as provided for in these rules.
- 7.4.5 **Jumping the start.** Riders whose front wheel crosses the line assigned to them for their grid position prior to the dropping of the start flag will be assessed a stop and go jump start penalty.
- Riders who have been assessed a jump start penalty will be immediately notified during the race by means of a penalty black flag. The rider must acknowledge the penalty flag and serve a stop and go penalty in the hot pit within three laps of the penalty flag first being shown to the rider, or the rider will be disqualified from the race.
- 7.4.6 Failure to re-enter the track at a point as close as practical to the one at which the rider left the track, and in so doing gaining an unfair advantage. Penalty: At the discretion of the Race Official(s).
- 7.4.7 Passing under a waving yellow. The no passing for position zone is defined as being from the waving yellow flag immediately preceding the incident until safely past the incident. Every effort should be made by the riders not to pass while a waving yellow condition exists. However, occasionally in racing situations a pass will occur in waving yellow conditions. If the rider made a safe pass and immediately gave up the position after the incident, then no penalty will be assessed. If the racer made a safe pass and did not give up the position, then a 5 place penalty will be assessed. If the racer made an unsafe pass, racer is disqualified.
- 7.4.8 Failing to immediately respond to a black flag, red flag, or other signals from CMRA officials. Determination of offenses is at the sole discretion of Race Official(s).
- 7.4.9 Riding at any time against the normal direction of travel, unless specifically instructed by the Starter, Race Official(s), or Pit Lane Marshal.
- 7.4.10 Riding at any time in such a manner as to endanger the life or limb of other riders, officials or the public.

7.5 PROTEST PROCEDURES

Protests are generally used to file an objection or complaint regarding an official's decision or a rider's equipment. The Incident Resolution Process on the other hand is used to identify, evaluate, and resolve safety issues or complaints from riders, spectators, or volunteers at a CMRA event. Incident Resolution is described in section 7.6.

7.5.1 General Procedures

In all race events, all rules are strictly enforced. If a motorcycle is found to be illegal at technical inspection, the Inspector decides which modifications to make that will allow that motorcycle to compete. All motorcycles are still vulnerable to post race inspections and protests from fellow competitors.

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

7.5.2 Mandatory Post-Race Inspection

Immediately after finishing their cool-off laps, certain competitors and their machines may be directed to the dyno or a designated area as they exit the track into the pits. At the designated area, the motorcycle(s) are inspected for rules legality. If any of the riders in question do not present their motorcycle immediately for post race Technical Inspection, they face disqualification from that event, loss of points, loss of prize money from that event, and loss of points accumulated throughout the season to date. The exception is a racer who is racing in the next event. They must inform the dyno official that they are in the next race and at the end of their consecutive string of races must produce the machine to the dyno.

During a CMRA weekend, any racer(s) may receive an unannounced post race inspection and, if required, a teardown which the rider is responsible for performing any disassembly any reassembly and the resulting expenses.

7.5.3 Protest Filing Procedure

If a competitor wishes to protest another racer in the same class, the protest must be filed with the Referee within one hour of the posting of the final race results for that event. A protest form must be submitted to the designated official along with a written explanation of the details of the protest, signed and presented by the rider filing the protest along with the protest fee in cash. Protest forms are available from the CMRA Referee. A rider filing a protest against another rider must have taken part in the event during which the alleged violation took place. Only riders may file protests.

After submitting a protest to a CMRA Referee, the protest may not be withdrawn.

After informing a competitor that their motorcycle is under protest, they must present their motorcycle to a CMRA Referee immediately or face disqualification, regardless of the motorcycle's legality. Any competitors unwilling to allow their motorcycle to be inspected forfeit all points, awards, etc. due to them over the weekend in question. Further action may be taken against such a rider regarding their licence status with CMRA.

A review of the protest shall be made by the Competition Committee. The Competition Committee is headed by the Referee, and their decision is final.

Protest decisions or results will be posted on the CMRA Message Board.

7.5.4 Protest Fees

- Point of procedure (passing under waved yellow, jump start, dangerous riding) - \$25
- Visual Protest requiring no disassembly - \$25
- Some Chassis Disassembly - \$50

When a protest is upheld, the Referee refunds the protest fee to the protesting party. It is then the responsibility of the protested rider to cover any costs of inspection, disassembly and assembly, or any other legitimate expenses incurred by the CMRA. CMRA presents a written report of all costs incurred, at which time the protested rider is responsible to CMRA for all such costs.

If a protest reveals that the machine in question is within the rules, the rider who made the protest is responsible to cover the costs of all inspection, disassembly and assembly, or any other legitimate expenses incurred by the CMRA. The CMRA uses the protest fee against costs incurred. CMRA presents a written report of all costs incurred, at which time the rider who made the protest is responsible to the CMRA for any costs over and above the protest fee.

NOTE: Costs for disassembly, assembly and parts is based on manufacturer's suggested costs and/or Shop "book rate" time. For Sportbike class riders, the onus is on the competitors to have a full set of factory specifications for their motorcycle. This helps speed the determination of any protests

7.5.5 Protest Appeals

Protest Appeal Fee: \$25.00

Competitors will have 48 hours to notify the CMRA by e-mail if they wish to appeal the decision rendered by the Competition Committee. In such cases, a meeting of the CMRA Executive Committee will be called to review the situation, and make a final decision.

7.6 INCIDENT RESOLUTION PROCESS

The incident resolution process is intended to identify, evaluate, and resolve safety issues and complaints from riders, volunteers, or spectators at a CMRA event. The purpose of incident resolution is to:

1. Gather the facts surrounding an incident and document what happened,
2. Determine the root cause of the incident, and
3. If possible introduce preventative measures to keep the incident from re-occurring.

An incident may be as simple as someone tripping and falling in the pits, it could be misbehavior by spectators, crew, riders, or volunteers, or it could be an accident or near-miss on the roadcourse. The goal of the club is to run our events as safely as possible, and make them fun and enjoyable for everyone. The Incident Resolution Process outlines the steps involved in resolving rider misconduct issues, protests, or racing incidents or rule violations at CMRA events. Conduct offenses and racing offenses are outlined in chapter 7 of the CMRA rulebook.

Competition Committee:

Incident resolution may require the use of the Competition Committee, which is a group of officials that typically resolve incidents at the race track. The Competition Committee will include the Referee, and no less than three additional CMRA representatives including the Race Director, President, Vice President, Riders Reps, and other members of the CMRA Executive committee if required. If the incident is discussed and resolved by the Executive Committee at a later date, the Executive Committee will act in place of the Competition Committee.

Incident Resolution:

The CMRA will generally follow a three step process:

1. For a first offense, the CMRA may impose sanctions ranging from a verbal warning to fines and suspensions, depending upon the nature and severity of the incident. Sanctions over and above a verbal warning will be determined by the Competition Committee, and may be determined either at a CMRA event or after the event.
2. Second offenses are treated more seriously. A formal letter may be issued to the person(s) involved, and fines are likely to be imposed, again depending upon the severity of the incident. Fines or suspensions will be determined by the Competition Committee or the Executive Committee.
3. Third offenses are treated very seriously. A pattern of negative incidents indicates that a rider is not taking the rules and regulations of safety and rider conduct seriously. A formal letter must be issued to the person(s) involved. Fines or suspensions are likely to be imposed, up to and including the revocation of the person's CMRA licence and/or membership. The CMRA retains the right to ban individuals from attending its events.

7.7 INCIDENT REPORT FORM

Incident report forms are available from the Referee, Rider's Reps, or on the CMRA website at www.roadracing.org. You can also write your own report by providing all the information found on the form on the next page.

INCIDENT REPORT FORM

Please use this report form to describe any incident (on the racetrack, in the paddock area, etc.) that you feel is noteworthy. Complete all fields to the best of your ability.

Please print or write legibly. Use the other side of this sheet if you run out of room.

Witness Name:

Phone number:

Date and time of incident, specify race name or practice:

Rider(s) or person(s) involved in incident: (use names and bike numbers if possible)

Where did it occur: (Corner number, paddock area)

Describe the Incident:

Were the Race Director and Referee notified?

What was the result: (Ambulance call, run off track, etc)

Was there follow-up with the rider(s) involved immediately after the incident from a CMRA official? Please describe.

Does this incident require the assessment of a penalty? Is any further action required?

CHAPTER 8

SCORING

8.1 POINTS

The CMRA awards points in all CMRA competition categories toward season Championships to eligible race finishers in the following order:

| | | | |
|------------|-----------|-------------|----------|
| 1st | 25 points | 9th | 7 points |
| 2nd | 20 points | 10th | 6 points |
| 3rd | 16 points | 11th | 5 points |
| 4th | 13 points | 12th | 4 points |
| 5th | 11 points | 13th | 3 points |
| 6th | 10 points | 14th | 2 points |
| 7th | 9 points | 15th | 1 point |
| 8th | 8 points | | |

Any rider that starts a race (specifically, any rider that makes the starting grid and takes the race start flag) will be assigned a finishing position, and be awarded any associated points for that position regardless of whether they complete the full race or not. This is to differentiate, via points eligibility, between riders who do not finish (DNF) a race and those who do not start.

If a rider does not start, they are not assigned a finishing position, and they cannot earn points.

If a rider starts a race, but DNF's, they will be assigned a finishing position and awarded any associated points for that assigned position according to the points structure.

Finishing position for DNF's will be assigned as follows:

- The first DNF in a race will be shown as the last place finisher for that race.
- The second DNF of the race will be assigned second last place, and so forth.
- If two riders DNF at the same time, either individually, or from a collision or other race incident forcing both riders out at the same time, their final result positions will be determined based on their relative track position on the last completed lap.

In addition to the points collected for finishing positions, one point is awarded to the top qualifier in the Money Classes.

Only CMRA MEMBERS are eligible to collect championship points and trophies.

Tie Break Procedure

In the final series standings, there can not be a tie for any overall position in any class.

In the case of a tie in overall point standings for any position in any class series, the position is awarded to the rider with the most victories. If the position is still undecided, (i.e. the tied riders have the same number of wins in that class) then the position is awarded to the rider with the most second place finishes, or thirds or however low must be reviewed until the position has been decided. If this method still fails to break the tie, the rider with the best result in the final event of the year is awarded the position. This system is used to break ties in all CMRA championships, including the Club Championship.

8.2 GRID ASSIGNMENTS

Trophy Class Races

The first sprint race of the season in each class is gridded based on the order of race registration for that class. Gridding is according to payment date of the race fees for the first race. The first racer to pay is awarded pole position; the second racer to pay is awarded the 2nd position on the grid, and so on for the rest of the field.

Subsequent races in each class are gridded based on series points accumulated in that class by each competitor. The competitor with the most points accumulated at that point in the series is gridded first, the competitor with the next most points is gridded second, and so on for the rest of the field. In the event of a tie in points accumulated, the competitor with the best finishing position in the previous event for that class is placed ahead of the competitor with whom he is tied. New competitors are gridded by payment date of race fees.

CHAPTER 9

RACE OFFICIALS AND DUTIES

RACE DIRECTOR: Designated by CMRA and is in overall control of race event. Decisions affecting race day events are made jointly between the Race Director and Race Day Officials. A rider may seek a ruling on any matter concerning the race and the application of CMRA rules from the Race Director whose judgment is final at that event.

CLERK OF THE COURSE: Reports to the Race Director and is responsible for all matters concerning track safety. This person has the authority to stop a race by ordering a red flag displayed, or to remove a rider from a race by ordering a black flag displayed. If a Race Director is unable to perform his duties during an event for any reason, the Clerk of the Course assumes the duties and responsibilities of the Race Director as outlined above.

REFEREE: Reports to the Race Director and is responsible for receiving all protests and rendering decisions thereon, subject to appeal to the CMRA. The Referee renders decisions on disqualification of competitors, and may fine, penalize or disqualify any rider who violates any of the rules of the CMRA. Allocates an enclosed location for engine inspection and measurement.

STARTER / ASSISTANT STARTER: Reports to the Clerk of the Course and is responsible for starting and finishing races and for displaying appropriate flags, as specified in Chapter 3.

CHIEF COURSE MARSHAL: Reports to the Clerk of the Course and is responsible for assigning all track-side marshals. The Chief Course Marshal must be familiar with CMRA rules and events, and must ensure that all corners are manned with experienced personnel and equipment.

PRE-GRID GRID MARSHAL: Reports to the Clerk of the Course and is responsible for organizing pre-grid procedures and for ensuring that all riders are gridded correctly. The Pre-Grid Marshall has the authority to stop riders at the pre-grid gate if it is unsafe to enter the track or if the event is under starters orders.

CHIEF TECHNICAL INSPECTOR: Reports to the Clerk of the Course and is responsible for ensuring that all machines are prepared properly as outlined in Chapter 5 and that each rider's protective equipment and clothing is in good order.

CHIEF REGISTRAR: Reports to the Race Director and the Treasurer, and is responsible for registration, and the preparation of grid sheets for each event in the meet.

CHIEF SCORER: Reports to the Race Director and is responsible for scoring of sprint and endurance races, and producing final results sheets for each event during the meet.

RIDERS REPRESENTATIVES: Report to the Race Director or the Clerk of the Course, and acts as a liaison between the competitors and the Race Officials. Competitors are encouraged to discuss matters of concern with the Riders Representative before approaching any other official for a ruling.

COMPETITION COMMITTEE: The Competition Committee, which is a group of officials that typically resolve incidents at the race track. The Competition Committee includes the Referee, and no less than three additional CMRA representatives, including the Race Director, President, Vice President, Riders Reps, and other members of the CMRA Executive committee if required.

NOTE: A rider may protest any action by a race official by submitting a verbal or written statement to the Race Director. The Race Director makes a final ruling on the scene. If the rider does not agree with the ruling, they may appeal the decision following the procedures outlined in Chapter 7.

CMRA MEMBERSHIPS

CMRA memberships are available to anyone who wishes to join the CMRA as a voting member. CMRA Competition Licence holders must purchase a CMRA membership. CMRA membership privileges include:

- Priority registration for CMRA schools;
- Voting privileges;
- Inclusion on all club communication and e-mail lists.

How to Register: Memberships may be purchased online at www.my.roadracing.org with credit card, or by cash, cheque or money order at a CMRA general meeting, or Saturday morning at the track. Membership fees are non-refundable.

Cost: \$20 (includes GST)

Deadline: May be purchased anytime. Membership privileges expire March 31 of the year following purchase.

MEDICAL FORMS

Every rider who enters a CMRA practice or race event must complete a medical form. The medical information is kept confidentially for use by ambulance personnel and is only used for the riders' benefit in the event of a serious racing injury. Please include as much detail as necessary for any specific health issues you may have in order to help rescue personnel assist you.

CMRA

COMPETITION LICENCES

A licence may be purchased from the CMRA when a rider provides proof of completion of an accepted race school, or provides a licence from an accepted race organization. Riders who have not previously passed a race school held by a race sanctioning body may be subject to a checkout session before riding in CMRA practices or races. Accepted schools and race licence sanctioning bodies include:

CMRA, EMRA, FAST, BGPR, OMRRA, WMRRA, RACE, ASM, WERA, MRA, Westwood, USBA, Freddy Spencer, Keith Code, and Jason Pridmore STAR motorcycle schools. CMA licences are not accepted.

CMRA Competition Licence holders are eligible for:

- Securing a CMRA race number for the year;
- CMRA trophies and championship points' eligibility.

Riders who do not hold a CMRA Competition Licence:

A CMRA Competition Licence is not required to enter CMRA events, however:

- Riders who do not hold a CMRA Competition Licence must provide a current, valid licence from another sanctioned race organization in order to register for CMRA practice or race events.
- Riders who do not hold a CMRA licence will be required to pay a \$25 administration fee at each CMRA race round entered.
- Non-members are not eligible for CMRA championship points.

Riders who do not hold a CMRA Competition Licence are still eligible for CMRA prize money and manufacturer, tire, or other contingencies.

How to Register: CMRA Competition Licences may be purchased online at www.my.roadracing.org with credit cards, or by cash, cheque or money order at a CMRA general meeting or Saturday morning at the track. CMRA Competition Licenses fees are non-refundable.

Cost: \$80 (includes GST)
(\$20 CMRA membership must be purchased along with a CMRA Competition Licence)

Deadlines: Riders must possess either a CMRA licence or a licence from a recognized roadracing sanctioning body (see list above) prior to registering for CMRA practice or race events. Please purchase licences early to help the Registrar avoid the "first weekend rush". In order to keep your previous years' race number, CMRA Competition Licence fees must be paid in full by the end of the February general meeting. After the February general meeting, numbers that have not been assigned are available on a first come first served basis.

Eligibility: Section 1.2 in the CMRA rulebook covers eligibility.

- If you have taken a race school in the previous two years, you are eligible to purchase a CMRA Competition Licence .
- Novice riders must pass a race school each season until advancing to amateur status.
- Any competitor with previous race experience who has not raced in two to five years may be required to pass a Race Checkout Session to determine suitability for racing.
- Any rider who has not raced for five years or more must pass a recognized race school in order to compete.

More information on licensing requirements can be found in the CMRA rulebook, Sections 1.1 and 1.2.

CMRA RACE REGISTRATION

Registration for CMRA events is online at www.my.roadracing.org and opens two weeks prior to an event. Riders must hold a current, valid roadracing competition licence to register in CMRA race events.

The order in which the CMRA receives race registrations for the first race weekend of the year will determine the order of grid positions for the first race weekend. The earlier you register, the closer to the front of the grid you will be. Grids in following weekends will be determined by championship point standings. Late registrants will be placed at the back of the grid.

How to Register: Race registrations must be made online by Friday at 12:00 noon prior to an event to avoid a late fee. A rider can choose to register and pay online with credit card, or register and pay at the track Saturday or Sunday morning.

Deadline: There is a \$25 late charge added to your race registration fees if you do not register by Friday at 12:00 noon of the upcoming event. Late registrants are placed at the back of the grid. Late registrations will be accepted until Saturday practice day at 12:00 noon, and on Sunday until 9:30. After this time, race registration will be closed for that weekend.

Cost: Costs for race registrations are listed below.

Non-CMRA licence holders must pay a \$25 administration fee each weekend. There is a \$25 late charge added to race registration fees if you do not register in advance of the upcoming event.

| | |
|------------------------------|---------------------------|
| Practice: | \$140 |
| Novice: | \$50 each race. |
| First race entered: | \$100 |
| All subsequent races: | \$40 each additional race |
| Endurance Race: | \$50 per rider |

Refunds: Race Registration refunds are available until 9:30 am race day. **After this time there are no refunds.**

CMRA RACE SCHOOL REGISTRATION

Students who pass a CMRA race school are eligible to purchase a CMRA competition licence that year and the following year. If the student does not purchase a licence and race at a minimum of one event during those two years, that student will be required to take another race school in order to be re-certified for licensing.

How to Register: Registration for CMRA Schools may be done online at www.my.roadracing.org. CMRA School registrations will be sold on a first come first served basis, with priority being given to CMRA members.

Cost: The cost of the CMRA Race School is \$280 (includes GST).

Application Deadline: School applications will be accepted up to the start of the classroom session of the school, space permitting. However, schools can fill up quickly and space is limited, so get your applications in early.

Refund Policy: Refunds will be granted for schools with the exception of a \$50 service fee. **No refunds will be issued in the last 48 hours before the start of the classroom session.**

Students Registering for Racing: If you are taking a race school to qualify for a CMRA race licence and plan on racing that year, you may also purchase a membership, licence, and register for races online at www.my.roadracing.org in advance of your school. Grid positions for the first race are formed in the order of race registrations received. In the event that you do not pass the race school, a full refund of any licence, race registration, or active membership fees will be available. Race school fees are refundable with the exception of a \$50 service fee.

Race School students who do not pre-register for the first race weekend will not be charged the \$25 late fee if the school is within the 2 week period before the first race weekend. However, new riders should register immediately upon successful completion of the race school.

APPENDIX A

DEFINITIONS

The following definitions and abbreviations are adopted for use in these rules.

| | |
|--------------------------------|--|
| Aftermarket - | Produced by a manufacturer or fabricator other than original equipment manufacturer. |
| cc - | Cubic Centimeters. |
| CMRA - | Calgary Motorcycle Roadracing Association. |
| Disqualification - | Unless otherwise defined, mean the forfeiture of all awards, prizes and points earned in all events during that day's meet. |
| Event - | Any one of the races in a meet. |
| Meet - | A meeting at which one or more races or events are held. |
| Motorcycle - | A motorized, two-wheeled, competition vehicle to be identified by its frame number, frame tag or other frame marking. |
| OEM - | Original Equipment Manufacturer |
| Paddock - | Designated area primarily used for maintenance of event entered competition motorcycles and parking area for motorcycle transport and support vehicles. |
| Piston Displacement - | The space covered or volume swept out by the piston(s) at each stroke. |
| Pit Crew - | Mechanic and/or assistants. |
| Pit Lane - | Designated area directly adjacent to the track between the main grandstands and the front straightaway. Access is limited to officials or individuals with appropriate track pass credentials. |
| Program - | The predetermined outline of events that make up a meet. |
| Race - | Competition in which two or more riders compete against each other. |
| Race Track or Circuit - | These include the actual racing surface, runoff areas and the pits. |
| Rider - | Any person who competes in a meet. |
| Suspension - | (With respect to penalties) the loss of all rights to compete as a rider or member of a pit crew for the stated period. |

APPENDIX B

LOCKWIRE (SAFETY WIRE)

The following items must be firmly attached in a positive manner with lockwire (safety wire). The lockwire must be new, not reused, and of the stainless steel type, not copper:

- a) Engine oil drain plug.
- b) Gearbox oil drain plug.
- c) Any bolt that, if removed, will release oil or water (i.e.: oil coolers, radiator).
Note that banjo bolts may be siliconed in place of lockwire.
- d) Front axle pinch bolts or cap nuts.
- e) Axle nuts (unless secured by a cotter pin or hitch pin).
- f) Hitch pins at base.
- g) Brake caliper bolts and torque arm mounts.
- h) Spin type oil filters must be hose clamped and lockwired in the direction of tightening.
- i) Drain bolts on forks must be wired or taped.

INSTALLATION OF LOCKWIRE

Lockwiring is the securing together of two or more parts with a wire which shall be installed in such a manner that any tendency for a part to loosen will be counteracted by an additional tightening of the wire.

For general purpose lock wiring, use the preferred sizes of .032". Use smaller diameter wire where parts are too small to permit a hole diameter to accommodate the preferred size, or where space limitations preclude the use of the preferred size. Larger sizes are used where stronger wire is required. All lockwire must be stainless steel.

The common method of installing lockwire shall consist of two strands of wire twisted together (double twist). One twist is two wires turned through 180 degrees or half a complete turn. The single strand method of lock wiring may be used for some applications, such as in a closely spaced, closed geometrical pattern (triangle, square, rectangle, circle, etc.), or parts in electrical systems.

The maximum span of lock wire between tension points shall be 6 inches.

Where multiple groups are lock wired by either the double twist or the single strand method, the maximum number in a series shall be determined by the number of units that can be lock wired by a 24 inch length of wire.

Caution must be exercised during the twisting operation to keep the wire tight without over-stressing. Abrasions caused by commercially available wire twisting pliers shall be acceptable but nicks, kinks, and other damage to the wire are not.

Lock wire shall not be installed in such a manner as to cause the wire to be subjected to chafing, fatigue through vibration, or additional tension other than the tension imposed on the wire to prevent loosening. In the event that no wire hole is provided, wiring should be to a convenient neighboring part in a manner so as not to interfere with the function of the parts. Hose and electrical coupling nuts shall be wired in the same manner as tube coupling nuts.

Check the units to be lock wired to make sure that they have been correctly torqued.

Under-torquing or over-torquing to obtain proper alignment of the holes is not advisable. It is impossible to obtain a proper alignment within the specified torque limits, back off the unit and try it again or select another unit.

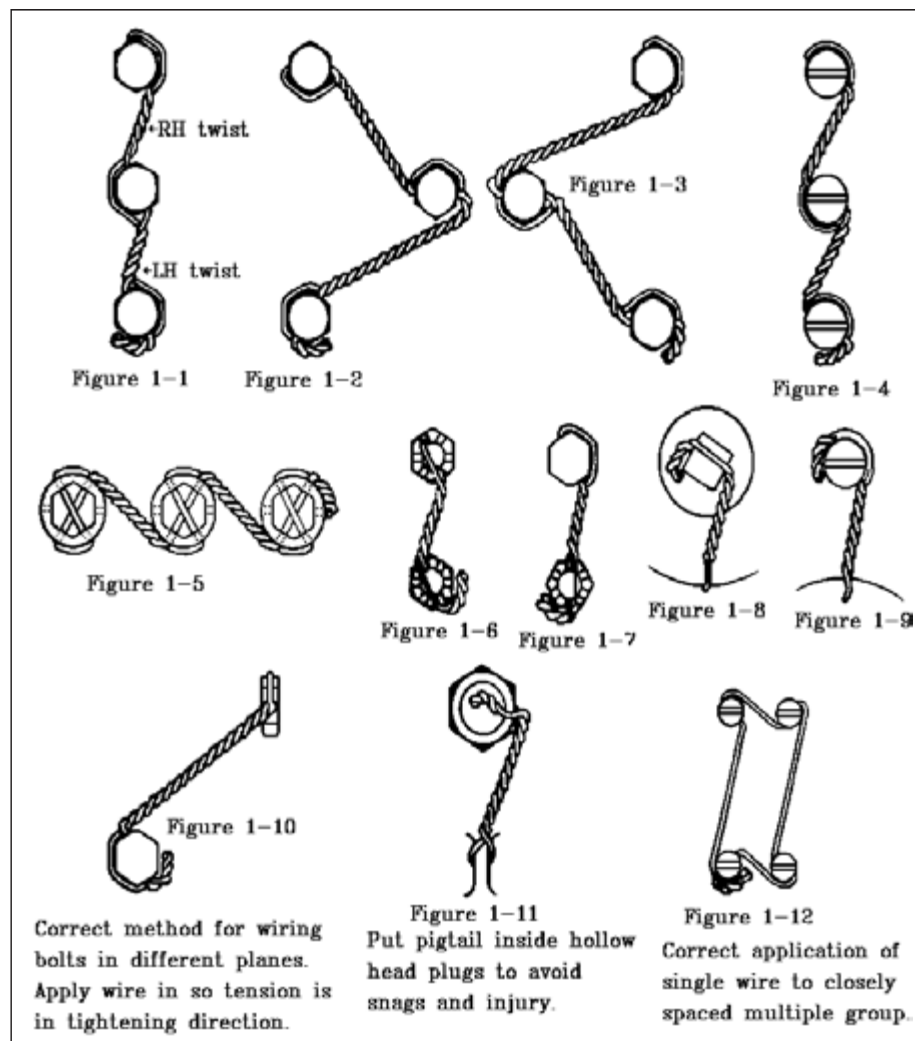
In adjacent units, it is desirable that the holes be in approximately the same relationship to each other as shown in Figures 1-1 to 1-4 (right-hand thread), thus the lock wire will have a tendency to pull the unit clockwise. This should be reversed for left-hand thread.

Where lock wire is used to secure a castellated nut on a threaded item, selection of locking hole diameter for the item shall be based on cotter pin requirements.

Various examples of lock wiring shown in Figures 1-1 through 1-12, Figure 1-12 shows the single-strand method, while the other figures show the two-strand or double-twist method.

Lockwire outline section courtesy of AAMRR: American Association of Motorcycle Road Racers.

DO NOT throw bits of safety wire on the ground.



APPENDIX C

NOTES FOR NEW RACERS

Procedures for Novice Riders

Upon successful completion of the CMRA Roadracing School or any other CMRA-recognized school that teaches track safety and handling of a motorcycle on a racetrack at race speeds, the CMRA will grant students a CMRA Novice licence. Novice licenses enable riders to attend Saturday practice sessions and race in the Novice class, Women's Cup class (if applicable), Ducati Cup, and in the endurance series if approved by a CMRA instructor. As per rule 1.2.1 "Novice Riders must pass a recognized race school each season until they advance to Amateur status".

Novice riders must use transponders during CMRA race weekends. Transponders make the task of evaluating the Novice rider easier by collecting a history of lap times during the practice session as well as the mandatory checkout session.

Novice racers interested in being considered for promotion to Amateur must race at least one Novice race with acceptable lap times for the classes they are interested in racing in as well demonstrating a competent riding style and safety. Each Saturday and Sunday, Novices can participate in a novice race, which typically consists of a warm-up lap, a start conducted in accordance with normal race procedures, six to eight laps of racing, ending with a checkered flag, and a cool-off lap during which the students exit the track safely. CMRA instructors may be riding with the Novice riders to evaluate their on track riding and safety. The purpose of these races is to both determine whether or not the Novice riders can ride safely at race speeds and to provide the Novices with racing experience. Novice riders will be informed if they can race in Amateur classes at the end of the Novice race.

While the overall criteria for granting a Novice rider permission to race in Amateur events is safe riding at race speeds, the following guidelines will be used to evaluate the proficiency Novice riders are expected to achieve proficiency as determined by their lap-times during races.

Novice riders will be promoted to Amateur status upon successfully completing CMRA Novice races without any crashes or other incidents and approval by the CMRA Head Instructor or his designate.

If you are just starting your racing career, then you most likely have many questions. The following are some General Rules of Thumb to help you get started.

- The newer your machine, the safer and more reliable it is. In the long run, it may be cheaper to set up a new bike as opposed to rebuilding an older one.
- To learn to go fast, you need to get maximum track time. A Sportbike machine is the best plan for a beginning racer.
- Your bike should be the right size for your weight. A new rider should not start on a machine that is too big and heavy to handle easily. But on the other hand, the rider should not outweigh the bike.

There are four categories to be looked at when preparing your racebike:

Mechanically Tight: (Avoids a crash) All items, such as pipes, brackets or number plates that are bolted, welded or taped to the bike must be tight. There should not be any chance of them falling off or shifting position. If a part falls off or just loosens up, it may cause an accident. The items that tend to fall off most often are exhaust pipes, expansion chambers, exhaust baffles, number plates, side covers and foot pegs.

Fluid Tight: (Avoids a crash) The racebike should not have any fluid leaks or potential fluid leaks. This is for two reasons: a) any fluid on a tire or race track causes a loss of traction and possible crash; and b) gasoline leaks cause a fire hazard.

Impalement / Entanglement Hazard: These types of hazards are most dangerous during a crash or collision. There should be no sharp bars/edges or brackets that could injure a racer. Side or center stands could cause this problem - remove them. There should be no brackets or devices attached to the machine that a hand or foot could slip through and become entangled. Entanglement hazards involve you and your fellow competitor during a crash or collision. Some engine guards and rear grab rails cause this type of hazard.

Safety Wire: Safety Wire is one of the primary means used to keep things from coming loose and falling off a motorcycle during a race. Under racing conditions, the vibration of a bike is very severe. This vibration causes nuts and bolts to become loose. In Appendix B, there is a diagram of ideal safety wire setups. The idea of the safety wire is that the tension of the wire prevents the bolt from backing off or loosening up. Stainless steel aircraft type wire is the best. The wire should wrap around the bolt about 1/4 turn. If the wire is wrapped more than this, it could slip over the top of the bolt and lose its ability to secure the bolt. One more note about safety wire: When you use it at the track, you will have some bits that you cut off. **DO NOT throw bits of safety wire on the ground.**

General Do's and Don'ts

DO have fun. Safety wire everything you can. Clean your bike before and during the race weekend. Take notes on your bike setup. Travel with a companion who can and will share the driving to and from the track. Buy and use the best helmet, leathers, boots, gloves and protective gear available.

DO ask an experienced racer for help when you have concerns. This is club racing, so even the experts (with black numbers) are more than happy to help you out with setting up your bike, giving you riding hints, or just helping you put your bike on the rear-wheel stand. Just ask!

DON'T do wheelies or stoppies. Don't do anything that might alter your consciousness before or after the race on the track or in the paddock area - it will not be tolerated. Don't show off - nobody appreciates it.

We hope these general hints and suggestions make your first weekend of CMRA racing enjoyable!

FOCUS ON HAVING FUN!!!!

APPENDIX D

ENDURANCE RACE RULES

1 ENDURANCE ENTRANTS

- 1.1 Teams will consist of a team owner and team riders. Team owners may or may not be riders. Team Name - be creative!
- 1.2 The owner will receive all season championship points, awards, purse monies and contingency monies awarded to the team. Prize money division is up to team members without CMRA input.
- 1.3 All team riders will receive championship points that count towards the Total Points Blue #1 Championship, only the team owner will receive championship and lap points that count towards the Endurance championship.
- 1.4 The team owner will be held responsible for penalties levied due to actions or inactions by all or any team riders.
- 1.5 Teams can not have more than 4 different riders over the course of the entire season.
- 1.6 Team riders may be Novices, Amateurs, or Experts, and must meet CMRA rider requirements. Novice riders must wear an orange vest.
- 1.7 Riders can ride with only one team per event, and must be registered with said team.
- 1.8 Teams can not earn points on more than three different motorcycles during an entire season.

2 TECHNICAL SPECIFICATIONS

Endurance motorcycle technical and safety requirements are as outlined in the CMRA rule book, (Chapters 5.2) with the following exceptions:

- 2.1 Quick change wheel devices are allowed subject to approval by the technical inspector. The technical inspector must deem that the devices appear to be of a safe and reliable design and construction. However, all responsibility and liability for the safety and reliability of quick change devices rests entirely with the team; neither the CMRA, nor the technical inspector shall be held liable for the safety or reliability of quick-change devices.
- 2.2 Dry break refueling systems are legal on Endurance motorcycles.

3 HOT PIT LANE

The entire Hot Pit Lane is a NO SMOKING, NO ALCOHOL AREA. The hot pit lane is restricted to teams actually involved in making a pit stop or signaling a rider on the track, or to photographers and journalists credentialed by CMRA. Pit stops may involve a maximum of five (5) people (for example, three crew members and two riders). The

minimum age for participants in the hot pit lane is 16 years old. Signals to riders may be given by only one crew member at a time unless the Race Director decides that having more than one person running a pit signal board is not a hazard and is not creating any problems. Teams violating this rule will be subject to a penalty.

All team members working in the hot pits must sign the CMRA waiver. All crew members in the hot pit lane must be wearing shoes, long trousers and a shirt (no tank tops or cropped shirts allowed) unless otherwise instructed during the riders meeting.

The east concrete wall of pit lane is restricted to racers on bikes, team members actively involved in a red flag stop, or signaling a rider on the track. Journalists and photographers and others are not allowed along the wall unless explicitly given permission by the Race Director.

No support vehicles will be allowed in the hot pit lane either before or during a race. This includes trailers.

Each team must identify their pit area on the front and rear with their competition number affixed to an 8" x 10" number plate to allow officials to quickly locate them. Numbers must be hung on the Team's pit canopy. If a team has no canopy they must affix the number plate as directed by the race officials. A clearly visible duct tape number on the concrete wall will also suffice.

4 FIRE EXTINGUISHERS

Each team must have at least one ten-pound conventional fire extinguisher or two five-pound fire extinguishers in their pit at all time. In both cases they must be fully charged.

Any team found without an operational fire extinguisher will be penalized. Anyone sharing a fire extinguisher with another team must notify race officials before the start of the race to keep from being fined.

If your fire extinguisher gets used during a race contact a race official for help in obtaining a temporary replacement.

5 ENDURANCE RACE PROCEDURES

- 5.1 After a warm up lap, all endurance races will commence with a Le-Mans Start. At the drop of the starting flag, each team's first rider will run from the east side of the front straight to the west side (a team member will be holding the non-running motorcycle) start the motorcycle and commence racing.
- 5.2 Races will normally be 1.5 to 3.0 hours in length.
- 5.3 To score points in an endurance event a team must either take the start and the checkered flag, or complete at least 50% of the number of laps of the winning team.
- 5.4 Grid positions will be determined by the championship points of each team except for the first event of the season where teams will be gridded based on order of entry.

5.5 Teams may replace wheels, motors or other parts during a race. Teams may also switch motorcycles, but will lose all laps accumulated on the first motorcycle. If a team chooses to utilize a second motorcycle they must notify the Race Director before re-entering the track or be subject to penalties including but not limited to loss of all laps.

5.6 All motorcycles must be able to pass technical inspection at any time during the endurance race.

6 PIT STOPS AND REFUELING

6.1 Right of way during pit stops is to the rider entering the pits from the track. A racer leaving their assigned pit area must yield to incoming riders. A racer leaving the pits must yield to racers on the track.

6.2 Stopping for refueling during the race is only allowed in each team's designated hot pit area.

6.3 A maximum of 5 team members may assist in the pit stop at any time, including riders.

6.4 Motorcycles must be fully supported by a rear stand and rider off the motorcycle during refueling. The motorcycle must be turned off during refueling. The gas cap may be removed only while the motorcycle is on a rear stand.

6.5 Motorcycles may be refueled only from a hand-held dump can by force of gravity. Nothing pressurized or automated is allowed. Only non-sparking funnels or gas cans may be used for refueling.

6.6 During refueling, a team member must stand at the ready with a 5lb (or larger) BC-rated fire extinguisher, pin pulled, pointed at the motorcycle, positioned at an appropriate distance from the motorcycle (normally a few feet away).

6.7 All fuel must be stored in the teams' designated pit area behind the west concrete wall, except during refueling.

6.8 Maximum speed in the hot pits will be 50 km/hr. The pit speed limit must not be exceeded anywhere in the hot pits, which is considered the length of pits along which the concrete wall is present. Exceeding the pit speed limit will result in a stop-and-go penalty.

7 CRASHES AND MECHANICAL BREAKDOWNS

7.1 Crashed motorcycles and riders may return to the pits for repairs. A crash truck will be dispensed to recover unsafe motorcycles as quickly, fairly, and feasibly as possible as determined by the Race Director.

7.2 Crashed motorcycles may be ridden back to the pits, provided the racer carefully evaluates the motorcycle to ensure it is safe to ride and is not leaking any fluids, and the racer proceeds directly to the pits riding off the racing line and signaling approaching racers with a raised hand or foot. Riding a crashed motorcycle while ignoring the provisions of this rule will

result in lap penalties. Examples of damage rendering a motorcycle unsafe include but are not limited to leaking fluids or inoperable brakes. Riders may NOT push their motorcycles along the track.

- 7.3 Crashed motorcycles must pass a technical inspection before continuing in the race. No laps will be scored until this is completed. Teams that fail to have a crashed motorcycle re-inspected will lose laps or be disqualified at the discretion of the officials.
- 7.4 Motorcycles leaking fluid or in any way unsafe to ride must exit the racing surface at the first safe opportunity and must not re-enter the racing surface. A crash truck will be dispensed to recover unsafe motorcycles as quickly and fairly as feasible as determined by the Race Director.
- 7.5 In the event that a motorcycle is too damaged to continue, teams may switch motorcycles as per section 6.6 of these CMRA endurance rules.

8 RED FLAGS

When a Red Flag is thrown during an endurance race:

- 8.1 All scoring will cease. When the red flag falls scoring will be backed up to the race leader's last completed lap prior to the red flag, and all subsequent lap completion times will be dropped.
- 8.2 The clock will not be stopped, but will run continuously until the endurance time has been reached or the race has been declared complete by the Race Director.
- 8.3 The grid for the restart shall be based on the standings at the time of the red flag as determined by the scoring system. The first lap to be scored shall be the first time machines cross the start/finish line after the restart, any laps recorded during the red flag period shall not be counted as a scored lap. If a red flag situation is encountered towards the end of the race, the race will only be restarted if control gives a "clear track" with 10 minutes or more remaining on the event clock.
- 8.4 Teams may not service, fuel, adjust or repair an endurance machine during a red flag. All work must cease on any machine in the pits at the time of the red flag. Any team who does not comply with this will be docked laps depending on the severity of the infraction. Machines on the track at the time of the red flag will proceed to the start/finish line and may not enter pit lane. When the rider returns to the start/finish line due to a red flag - one crew member is allowed across pit lane with the stand, more than one crew member will result in penalties. As soon as the bike is on the stand the rider and crew member must immediately cross back to the other side of pit lane. You may put a cover over the bike (one crew member - not at same time as the stand crew member - if you need help ask an official). NO ONE (other than a race official) may touch any machine during the red flag other than to assist the unloading of a crashed bike from the crash truck or at the direction of an official, any bike brought in will be dropped either in the teams pit or across pit lane at the discretion of the officials.

- 8.5 When first call is given for the restart, one crew member and the rider (you may switch riders) are allowed to cross to the machine and remove the stand/start the bike. All machines that were running on the track at the time of the red flag must take the restart. You do not have to take the warm up lap. Work on the bikes in the hot pit lane may begin/resume when the starting flag has been dropped for the restart. Teams may prepare for this by having fuel cans, parts, tools etc. waiting (this includes prepping or stripping the "B" bike) but cannot touch the machine until the flag is thrown. Any violation of this rule must be witnessed by an official for a penalty to be levied; the CMRA may use a video camera for surveillance of the pit area.

9 PIT MARSHALS

Pit Marshals will be on duty to enforce rules. Endurance pit stop rules are enforceable by Pit Marshals and violations must be observed by Pit Marshals; pit stop violations cannot be protested by riders or teams and will be governed under Chapter 7.

10 SCORING

The race will be scored electronically by the timing system. It is the teams' responsibility to have a transponder or tags in good working order. Placing will be determined by laps completed and finishing order on the race track at the checkered flag.

- 10.1 Final decision on all scoring errors lies with the scoring officials at the event. If a decision cannot be made by the CMRA Scoring Staff, the decision shall be made at the sole discretion of the CMRA Race Director after a review of the data.
- 10.2 The CMRA may use a video camera to aid in scoring disputes. The viability of the film will be determined by CMRA officials whose decision is final.
- 10.3 A Team's last counted lap will be the last lap the Team is able to complete during the time frame of the endurance event (i.e. last possible time to record in a 3-hour would be 2:59:59.99). The checkered flag will be displayed at start-finish at approximately 2:58:40 so that riders know that no further laps will be recorded after they see the checkered flag. For bikes with the same number of laps recorded, the bike that was ahead at the last completed lap will be scored ahead of its competitor, regardless of position changes that occurred between the completion of the final lap (at the checkered flag) and the end of the race at 3:00:00.



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