



2023 RULEBOOK

2023.01.01

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MISSION

To cultivate a well-rounded and refined racing environment for all levels of expertise. A purpose driven organization created to educate, promote and support the California road racing community.

SECTION 1: CLASSES & DESCRIPTIONS

1.1: RACE CLASSES

California RoadRace Association (hereinafter referred to as "CRA") will run the following race classes at each regular event. **(Classes may be combined into a single race but will be scored separately)**

	EXPERT	AMATEUR
1000 GT (18-20 laps)	✓	✓
600 GT (18-20 laps)	✓	✓
Twins GT / 400 GT (16 laps)	✓	✓
Outlaw V-Twins GT / Ruffians GT (16 laps)	✓	✓
Ladies of CRA (8 laps)	✓	✓
Formula 40 Heavyweight (8 laps)	✓	✓
Formula 40 Middleweight (8 laps)	✓	✓
Formula 40 Lightweight (8 laps)	✓	✓
Sportsman (8 laps)		✓
American Iron (8 laps)	✓	✓
Battle of the Twins (8 laps)	✓	✓
Twins Grand Prix (8 laps)	✓	✓
400 Supersport (8 laps)	✓	✓
400 Superbike (8 laps)	✓	✓
600 Supersport (8 laps)	✓	✓
600 Superbike (8 laps)	✓	✓
1000 Supersport (8 laps)	✓	✓
1000 Superbike (8 laps)	✓	✓
CRA Gold Cup (Premier Race, 12 laps)	✓	
Modern Vintage (8 laps) / Ruffians (8 laps)	✓	✓

1.2: CLASS DESCRIPTION

1.2.1: Grand Touring “GT”

All GT races will adhere to Superbike Rules (**refer to section 4.2**)

1000 GT (18-20 Lap Race):

18 Laps -Buttonwillow Classic Courses Config 13 or 26

20 Laps Buttonwillow New Track

Displacement Requirements

Over 750cc up to unlimited	4-stroke	3 & 4 cylinders
Over 850cc up to 1300cc	4-stroke	2 cylinders

600 GT (18-20 Lap Race):

18 Laps -Buttonwillow Classic Courses Config 13 or 26

20 Laps Buttonwillow New Track

Displacement Requirements

Over 400cc up to 600cc	4-stroke	4 cylinders
Over 500cc up to 675cc	4-stroke	3 cylinders
Over 600cc up to 899cc	4-stroke	2 cylinders

**NOTE: 2013+ Kawasaki ZX-6R (636) is accepted for CRA Middleweight competition.*

Twins GT (16 Lap Race):

Displacement Requirements

Over 600cc up to 750cc	4-stroke	2 cylinders H2O cooled
Over 600cc up to 800cc	4-stroke	2 cylinders Air cooled
Over 125cc up to 250cc	2-stroke	1 cylinders Air cooled
Over 125cc up to 250cc	2-stroke	2 cylinders Air cooled
Over 250cc up to 800cc	4-stroke	1 cylinders H2O cooled

Outlaw V-Twins (16 Lap GT)

- Any Air cooled American V-Twin
- Unlimited displacement
- No limits on bodywork / bar placement

CRA Ruffians GT (Heavyweight / Lightweight)

- Production high-bar street bikes only. Motorcycles must have come stock with top mounted risers and upright handlebars. No clip-on bikes permitted.
- Water cooled or air cooled, originally equipped 750cc and above, twin-cylinder, four stroke production street legal motorcycles.
 - **Heavyweight: Motorcycles with OEM claimed 126 Horsepower or more**
 - **Lightweight: Motorcycles with OEM claimed 125 Horsepower or Less** or Electric production street legal motorcycles with single 80 kW motor. No MX or dual-sport type electric bikes allowed.
- Bikes must maintain stock frames with no fabrication allowed to change the neck angle. No fairings, windscreens, or fabrication to frames.

400 GT (16 Lap Race):

Displacement Requirements

Over 250cc up to 500cc	4-stroke	2 cylinders H2O cooled
Over 250cc up to 450cc	4-stroke	1 cylinders H2O cooled

1.2.2: Superbike

1000 Superbike:

Displacement Requirements

Over 750cc up to unlimited	4-stroke	3 & 4 cylinders
Over 850cc up to 1300cc	4-stroke	2 cylinders

600 Superbike:

Displacement Requirements

Over 400cc up to 600cc	4-stroke	4 cylinders
Over 500cc up to 675cc	4-stroke	3 cylinders
Over 600cc up to 899cc	4-stroke	2 cylinders
Electric Motorcycle	Electric	Electric

**NOTE: 2013+ Kawasaki ZX-6R (636) is accepted for CRA Middleweight competition.*

Battle of the Twins (“BOTT”):

Displacement Requirements

Over 600cc up to 750cc	4-stroke	2 cylinders H2O cooled
Over 600cc up to 800cc	4-stroke	2 cylinders Air cooled

Twins Grand Prix:

Displacement Requirements

Over 600cc up to 750cc	4-stroke	2 cylinders H2O cooled
Over 600cc up to 800cc	4-stroke	2 cylinders Air cooled
Over 125cc up to 250cc	2-stroke	1 cylinders Air cooled
Over 125cc up to 250cc	2-stroke	2 cylinders Air cooled
Over 250cc up to 800cc	4-stroke	1 cylinders H2O cooled

Electric Motorcycle	Electric	Electric
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400 Superbike:

Displacement Requirements

Over 250cc up to 500cc	4-stroke	2 cylinders H2O cooled
Over 250cc up to 450cc	4-stroke	1 cylinders H2O cooled

1.2.3: Supersport

1000 Superport:

Displacement Requirements

Over 750cc up to Unlimited	4-stroke	3 & 4 cylinders
Over 850cc up to 1300cc	4-stroke	2 cylinders

600 Supersport:

Displacement Requirements

Over 400cc up to 600cc	4-stroke	4 cylinders
Over 500cc up to 675cc	4-stroke	3 cylinders
Over 600cc up to 899cc	4-stroke	2 cylinders

**NOTE: 2013+ Kawasaki ZX-6R (636) is accepted for CRA Middleweight competition.*

400 Supersport:

Displacement Requirements

Over 250cc up to 500cc	4-stroke	2 cylinders H2O cooled
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NOTE: Examples of bikes eligible for this classification are as follows:

- Honda CBR500R
- Honda CBR250R
- Kawasaki Ninja 250
- Kawasaki Ninja 300
- Kawasaki Ninja 400
- KTM RC390 / 390 Duke
- Yamaha YZF-R3 [See Competition Supplemental](#)
- BMW G310R

1.2.4: Formula 40 Heavyweight

Displacement Rules: Unlimited aka "Run what you brung"

Licensed racers 40 years of age and older only

1.2.4.b: Formula 40 Middleweight

Displacement Requirements

Over 400cc up to 600cc	4-stroke	4 cylinders
Over 500cc up to 675cc	4-stroke	3 cylinders
Over 600cc up to 899cc	4-stroke	2 cylinders

**NOTE: 2013+ Kawasaki ZX-6R (636) is accepted for CRA Middleweight competition.*

Licensed racers 40 years of age and older only

1.2.4.c: Formula 40 Lightweight

Displacement Requirements

Over 250cc up to 750cc	4-stroke	2 cylinders H2O cooled
Over 600cc up to 800cc	4-stroke	2 cylinders Air cooled
Over 125cc up to 250cc	2-stroke	1 cylinders Air cooled
Over 125cc up to 250cc	2-stroke	2 cylinders Air cooled
Over 250cc up to 800cc	4-stroke	1 cylinders H2O cooled
Electric Motorcycle	Electric	Electric

Licensed racers 40 years of age and older only

1.2.5: Ladies of CRA

Displacement Rules: Unlimited aka "Run what you bring"

Female licensed racers only

1.2.6: American Iron / Outlaw V-Twins / CRA Ruffians

American Iron

- American V-Twin / American Big Twin Touring (Harley Davidson, Indian, Victory)
- Unlimited displacement air cooled American V-Twins
- No limits on bodywork
- Any American V-Twin up to 1300cc (HD Sportster, Indian FTR 1200, XR 1200)
- No limit on modifications (up to 1300cc) displacement

CRA Ruffians Heavyweight / Lightweight

- Production high-bar street bikes only. Motorcycles must have come stock with top mounted risers and upright handlebars. No clip-on bikes permitted.
- Water cooled or air cooled, originally equipped 750cc and above, twin-cylinder, four stroke production street legal motorcycles.
 - **Heavyweight: Motorcycles with OEM claimed 126 Horsepower or more**
 - **Lightweight: Motorcycles with OEM claimed 125 Horsepower or Less** or Electric production street legal motorcycles with single 80 kW motor. No MX or dual-sport type electric bikes allowed.
- Bikes must maintain stock frames with no fabrication allowed to change the neck angle. No fairings, windscreens, or fabrication to frames.

Modern Vintage

- Machines based on Superbike rules that are 12 years old or older based on the current season year as well as the exact same model of a newer year but unchanged in every way other than graphics.

1.2.7: CRA Gold Cup (Premier Race)

Displacement Rules: Unlimited aka "Run what you bring"

- Expert license racers only
- 2 wheels required

1.2.8: Sportsman

Displacement Rules: Unlimited aka "Run what you bring"

- Amateurs only
- Lap times of 2:15 and higher
- Exhibition only (does not qualify for championship points)
- Once rider lap time is lower than 2:15, rider will be promoted to Amateur race classes and can no longer participate in Sportsman Class races

SECTION 2: GENERAL MACHINE REQUIREMENTS

2.1: Main Frame

- The main frame is considered as any structure that joins the steering tube, engine and swing-arm pivot. If the steering tube, engine mounts or swing-arm is connected through a removable bracket (with engine removed) then those brackets will be considered as part of the main frame. If the steering tube, engine mounts and rear swing-arm pivot connect to the main frame without removable brackets, then any additional brackets will not be considered as part of the main frame. **If there are any parts in question, the Race Director's decision is final.**
- If the rear section (rearward of the engine, meant for the rider's seating) of a frame is not removable then there is no rear sub-frame and only a main frame. Regulations applying to the rear sub-frame will not apply to the main frame.
- The use of titanium in the construction of the frame, front forks (titanium fork springs are allowed), handlebars, swing arm, swing arm spindles and the wheel spindles is forbidden. For wheel spindles, the use of light weight alloys is also forbidden. The use of titanium alloy nuts and bolts is allowed **in certain classes specified in their respective sections.**

2.2: Handlebars and Control Levers

- The front wheel, tire and the mudguard must maintain a minimum gap of 10 mm from any part of the machine that can cause binding, regardless of the handlebar position.
- Repair by welding of light weight alloy handlebars is prohibited.
- **Composite handlebars are not allowed in any class.**
- All handlebar levers (clutch, brake, etc.) must be ball ended. The diameter of this ball is to be at least 16 mm. This ball can also be flattened in any case but the edges must be rounded. The minimum thickness of this flattened part is to be 14 mm. These ends must be permanently fixed and form an integral part of the lever.
- Each control lever (hand and foot levers) must be mounted on an independent pivot.
- The brake lever, if pivoted on the footrest axis, must work under all circumstances, such as the footrest being bent or deformed.
- **Modified rider controls will be considered for the mobility impaired subject to a report by the Race Director. The Race Director's decision is final.**
- **Brake lever guard is mandatory. Clutch lever guard is allowed but not mandatory.**

- Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.

2.3: Bodywork

- Lower fairing must include a fluid retention belly pan that will hold all of the oil and coolant in the motorcycle. Foil “turkey pans” will not be allowed.
- All body work pertinent to the bike must be securely fastened

THE FOLLOWING ITEMS MUST BE REMOVED (SPORTSMAN CLASS EXCLUDED):

- Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials
- Rear-view mirrors
- Horn
- License plate bracket
- Tool kit
- Helmet hooks and luggage carrier hooks
- Passenger foot rests
- Passenger grab rails
- Safety bars, center and side stand brackets welded to the main frame may be removed.
- Kickstand and/or center stand must be removed
- All lights and mirrors must be removed
- Any “spiked” hardware (fairing screws, bar ends, windscreen bolts, etc..)

2.4: Fluids, Filters & Guards

- **Oil Filter:** OEM replacement oil filters ONLY! No aftermarket oil filters will be allowed
- **Coolant:** Distilled water, Redline - Water Wetter, Motul race coolant, and Maxima Cool-Aide are allowed as coolant.
- **Radiator Guard required**
- **Oil Cooler Guard required** : if applicable
- **Engine Guards:** Aftermarket engine case guards or case covers are required for all motorcycles (unless not currently available).
- **Toe Guard:** A solid protective cover (shark fin) shall be securely fixed (bolted or riveted, bonding permitted with the approval of the Technical Director) to the swing- arm and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel.
- **Fasteners:** All fasteners must meet factory torque specification. If any fasteners (i.e. axles, pinch bolts, brake calipers, etc.) are found to be loose while on the race course the competitor will be subject to penalties.
- **Breather / Overflow:** Where breather or overflow pipes are fitted, they must discharge via existing outlets. The original closed system must be retained (catch can); no direct atmospheric emission is permitted.

2.5: Safety Wire Requirements

The following must be safety wired:

- Oil drain bolt
- Oil filter (Hose Clamp) Hose clamp must be wired to itself to not loosen. Then clamp must be wired to a stationary part to not allow the clamp/filter assy. to loosen.
- Oil filler cap
- Oil cooler bolt (eg.Yamaha R6)
- Any bolt or hose that carries or returns oil.
- Radiator cap
- Water pump drain plug
- Axles and/or axle nuts, except in the case of axle sliders that prevent the safety-wiring of axles/axle nuts.
- Caliper bolts.
- Fork pinch bolts
- Video Camera - Must wire/tether camera to the bike.

2.6: Timekeeping Instruments

All motorcycles must have a correctly positioned timekeeping transponder. Riders must provide their own transponder, or rent one from CRA. The transponder must be approved by the official timekeeper. See CRA for compatible models. The transponder should be fitted centrally on the machine, as low to the ground as possible, and avoid being shielded by bodywork. The manufacturer's suggested direction of the transponder should also be respected. It is the racer's responsibility to ensure that the transponder is located in an optimal position and working properly. Any machine without a working transponder may not be scored. Correct attachment of the transponder bracket consists of a minimum of tie-wraps but preferably consists of screws or rivets. Any transponder retaining clip must also be secured by a tie-wrap. Velcro or adhesive alone will not be accepted. The transponder must be working at all times during practices, qualifying, and races.

2.7: Race Numbers

Race numbers must be legible to the race scorers and corner workers. Race numbers must be visible from the front and sides (or tail section) of the motorcycle.

If they cannot be seen, you may not be scored, and as a result, may be required to manually score a race by the race director. Numbers being legible and properly placed are for your safety. These numbers also help identify the riders on track.

Only run YOUR CRA race number. If for any reason you're to "test" or ride another competitor's bike, you must let the race director know to inform course control before you go out.

Numbers must be a minimum of 6" tall and black in color. White or yellow background must extend at least 1" past the edge of the race number.

Amateurs -Black Numbers on Yellow Background

Experts -Black Numbers on White Background

Reciprocity -either run a new number, or work with registration to run the number from your home organization with an X at the end. CRA Officials Approval required.

Any and all exceptions to the rules set forth above will require pre-approval from the Race Director (i.e. - running your MotoAmerica number plate).

2.8: Technical Inspection

All motorcycles being entered in a CRA race event will be visually safety inspected prior to being allowed on the track. Tech inspection is required only once per race weekend unless the machine suffers a crash or mechanical failure. In the event of a crash, your tech inspection sticker will be pulled and re-inspection of the machine must occur before being allowed to resume additional practices or races.

Lowers must be removed for tech inspection.

** If a metal belly pan e.g., baggers, leave the pan on so the inspector can view the mounting method(s).*

The Tech Inspector is to visually verify that a racer's machine meets the safety requirements set forth in this Rulebook in addition to compliance with general machine requirements and class requirements. Tech Inspectors may notice something on the machine would make it illegal for certain classes based on the rules set forth herein and require the racer to modify, remove or alter in order to pass tech inspection. It is the racer's sole responsibility to ensure that his/her bike is legal to race in the classes entered.

Helmets also will be inspected.

Falsification or misuse of Tech stickers shall subject the rider to potential disqualification from the race weekend. Excessively dirty motorcycles will not pass tech inspection until cleaned properly so Tech Inspectors can visually inspect the motorcycle.

Bring to Tech : Normal

- Helmet
- Bike
- Lowers: (off bike) / baggers belly pan: (mounted)

Bring to Tech : Crash

- Helmet
- Gloves
- Bike
- Lowers: (off bike) / baggers belly pan: (mounted)

Please review the CRA ***Tech Inspection In Detail*** , for additional info.

SECTION 3: LICENSING & SCORING

3.1: General Licensing Requirements

With discretion by the CRA, a CRA Race License will be issued upon receipt of the properly and fully executed items below:

1. Release and Waiver of Liability
2. Medical Information and Release
3. Acknowledgement of Flag Rules
4. Minor Release Form (if minor is 14 years of age or younger)
5. Applicable license fees
6. AMA membership is required to participate in any CRA event; including reciprocity license holders

3.2: License Fees

Full Season: \$185.00

Reciprocity: NO CHARGE

3.3: Amateur Licensing

Amateur licensing and race classes will be open to anyone who has completed the CRA's approved New Racer School (NRS) and all of its requirements, or holds an amateur license with another recognized sanctioning body. Once you have completed the New Racer School and have been issued an Amateur license, you may race in the amateur class races. Such races will be scored in the same manner as Expert races and will award points in the same manner as Expert races. Amateur racers who opt to participate in any Sportsman class will be gridded in accordance with their qualifying time. Amateurs can race in other classes as well unless otherwise designated as Expert only. The following are Amateur specific race classes:

1000 Supersport

1000 Superbike

600 Supersport

600 Superbike

400 Supersport

400 Superbike

Sportsman (once racer achieves lap time of 2:19 minutes, this class is no longer available)

Formula E

American Iron

Ruffians

Race Schools from other approved racing organizations (WERA, OMRRA, AFM, CVMA, AHRMA, CRA (MIDWEST)) may also qualify for the CRA's NRO requirement.

3.3.1: Amateur Promotion to Expert

Minimum points required for promotion to expert is 60. At any point during a season, (after completing at least 2 full race weekends) an amateur racer may make a request to the race director to be promoted to expert prior to accumulating the required number of points.

Any amateur that accumulates 100 points or more over the course of a season, will be promoted to Expert for the following racing season (unless the racer cannot make the minimum lap time of 2:19 minutes).

Exceptions:

Promotion to expert status can be appealed to the race director, by an amateur racer, who is not within the top 5 positions of the race class. Promotion to expert status can be appealed to the race director, by an amateur racer, if a faster lap time is recorded in comparison to the other racers in the same class. Promotion to expert status can also be denied even if the racer has accumulated the necessary amount of points, if they do not display an expert level of racing.

3.4: Expert Licensing

Expert licensing and participation in expert race classes will be open to anyone who applies for and receives a CRA Expert Class Race License and/or holds an expert license with another recognized and approved sanctioning race body (WERA, CVMA, AFM, OMMRA, etc.). Approval and issuance of an Expert license will be dependent on eligibility due to racing history and experience. Anyone holding a CRA Expert Class Race License is permitted to race in all CRA Expert Class Races.

3.5: Minor Licensing

The parent or legal guardian must properly execute a CRA Minor Race Application on behalf of the minor applicant that is less than 18 years of age. The minimum age for all accepted applicants is 14 years of age. Potential riders under 14 years old must receive approval from the CRA prior to submitting an application for a CRA Race License. At times, race track policy may dictate or determine the minimum age limit at race events. The parent or legal guardian must always be present and track side when a minor is participating in any CRA race events.

3.5.1: Minor Licensing Requirements

- Properly executed CRA Race License Application signed by a parent and/or legal guardian.
- Photocopy of a state/federal issued picture Identification or County Clerk's office issued birth certificate
- Properly executed CRA Waiver of Liability by either mother, father, or legal guardian AND minor applicant
- Properly executed CRA Minor Waiver by either mother, father, or legal guardian AND minor applicant
- Applicable fees
- Proof of current medical insurance
- Provide a current year road racing Expert license from a CRA approved club, OR complete the CRA NRS or approved CRA NRS
- Provide a resume for the past two years of racing experience to include but not limited to: dates, tracks, classes, finishing position and number of starters
- In person interview by CRA Race Director with the minor applicant.

The CRA, with discretion, will issue the applicant a CRA Race License upon receipt of the above

3.6: Reciprocity Licensing

Riders applying for a Reciprocity license who want to by-pass the CRA new racer school or other CRA authorized school, must provide documentation from another racing club that the rider is classed as an Amateur or Expert racer. If the rider cannot provide such documentation, the rider **MUST** take the CRA new racer school.

Riders will be classified as Sportsman Amateur, Amateur, and Expert at the discretion of CRA.

Reciprocity license holders will NOT:

- Receive or accrue points either in respective entered race classes or overall championship.
- CRA sponsor awards/prizes
- CRA class sponsor awards/prizes
- CRA end of season awards/prizes

3.7: Points Allocation

Points will be awarded at all CRA sprint and endurance races.

- CRA Gold Cup points will accrue toward the top 5 number plates for the following season. Accrued points in the CRA Gold Cup are the only way a top 5 number plate may be earned.
- Overall Championship points will accrue toward the #6 - #10 number plates for the following season. Accrued overall club points are the only way a 6-10 number plate may be earned.
- Points will accrue toward class championships in all classes.
- Points from class championships will accrue towards overall club points.
- In the event that there is a tie for a championship, that tie will be broken based on the number of first place in the series. If that does not break a tie, the number of second-place finishes will be compared, then thirds, fourths, etc., until the tie is broken. If the number of finishes in each place is the same, the championship place will go to the rider with the most recent best finish.
- Points may not be transferred from one class to another.

3.8: Finish Position

- To qualify for a finish position, a rider must start the race with the green flag/light or start while the race is in progress.
- Any rider who does not complete the full race distance for any reason will be awarded a did not finish ("DNF") position at the bottom of the results.
- Any rider who is on the grid but does not start the race or join the race in progress will be scored as a did not start ("DNS") position at the bottom of the results.
- Hot pit lane is considered part of the racetrack, any rider who crosses the start/finish line via hot-pit lane will be scored as if they crossed start/finish on the race track.

3.9: Class Championships Points Allocation

All class championship points awarded for the race will be awarded based on the finishing position listed on the scale below:

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

SECTION 4: CLASS REQUIREMENTS

4.1: Supersport

The following rules are intended to give freedom to modify or replace some parts in the interest of safety, research and development and improved competition between various motorcycle concepts. Supersport motorcycles must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these technical regulations.

The appearance from the front, rear and the profile of Supersport motorcycles must (except when otherwise stated) conform in principle to the shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

4.1.1: Engine

Fuel injection system:

Fuel injection systems refer to throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.

- The original fuel injection system must be used without any modification.
- The fuel injectors must be stock and unaltered from the original specification and manufacture.
- Air funnels must remain as originally produced by the manufacturer for the motorcycle for the given year of the motorcycle.
- Butterfly valves cannot be changed or modified.
- All parts of the variable intake tract device must remain exactly as homologated. Variable intake tract devices cannot be added if they are not present on the homologated motorcycle for the given year of the motorcycle.
- Secondary throttle valves and shafts may be removed or fixed in the open position and the electronics may be disconnected or removed.
- Air and air/fuel mixture must go to the combustion chamber exclusively through the throttle body butterflies.
- Electronically controlled throttle valves, known as 'ride-by-wire', may only be used if the homologated model is equipped with the same system. Software may be modified but all the safety systems and procedures designed by the original manufacturer must be maintained.

Cylinder Head:

Cylinder head must be the originally fitted part.

The following modifications are allowed:

- Surface grinding of the cylinder head surface on the head gasket side
- Original valve seats must be used, but modifications are permitted to the shape of the seat.
- Rocker arms (if any) must remain as originally equipped.
- The valves must remain as originally equipped.
- The shim buckets / tappets (if any) must remain as originally equipped.

Compression ratio is free, but the combustion chamber may be modified only by taking material off. It is forbidden to add any material to the cylinder head unless as described above.

Camshaft:

Camshafts must be the originally fitted part with no modification allowed. The method of drive must remain as originally equipped.

Cam sprockets or cam gears

- Camshaft sprockets, pulleys or gears may be altered or replaced to allow degreeing of the camshafts.
- The cam chain or cam belt tensioning device(s) can be modified or changed.

Cylinders:

Cylinders must be the originally fitted with only the following modification allowed:

- Cylinder head gasket surface may be machined to allow the adjustment of compression ratio or resurfacing to repair a warped cylinder surface deck.
- Original materials and castings for cylinders must be used. The surface finish of the cylinder bore must remain as originally equipped.

Pistons:

- Pistons must be as originally fitted with no modification allowed.
- Polishing is not allowed.

Piston rings:

- Piston rings must be as originally fitted with no modification allowed.
- All piston rings must be fitted.

Piston Pins and Clips:

Piston pins and clips must be as originally fitted with no modification allowed.

Connecting Rods:

The connecting rod assembly must remain as originally fitted with no modification allowed.

Crankshaft:

Crankshafts must be the originally fitted and homologated parts with no modification allowed.

- Polishing is not allowed.
- Modifications of the flywheels are not allowed.

Crankcase / Gearbox Housing:

Crankcases must be the originally fitted and homologated parts with no modification allowed.

4.1.2: Transmission / Gearbox

Stock transmission shafts and gear set must be the originally fitted and homologated part. Shimming is allowed.

- Quick-shift / Auto Blip systems are allowed (including wire and potentiometer).
- Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.
- The sprocket cover may be modified or eliminated.
- If it is not incorporated in the rear fender, the chain guard may be removed.
- Aftermarket "Shift Star" allowed

4.1.3: Clutch

- Aftermarket or modified clutches are permitted, including plates, springs and back torque limiting capabilities.
- No power source (i.e., hydraulic or electric) can be used for clutch operation if not installed in the original model for road use.
- Clutch system type (wet or dry / single or multi-plate) and method of operation (cable/hydraulic) must remain as originally equipped.
- The clutch basket (outer) must be the originally fitted unit, but may be reinforced.

4.1.4: Oil Pumps and Oil Lines

- The originally fitted oil pump must be used. The oil pressure relief spring is free..
- Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of braided reinforced construction with swaged or threaded connectors.

4.1.5: Cooling System

- The water pump must remain as originally fitted.
- The original radiator must be fitted.
- NO Modifications to the originally fitted oil-cooler are allowed The cooling system hoses and catch tanks may be changed.
- Radiator fan and wiring may be changed, modified or removed.
- Additional oil coolers are not allowed.
- The oil cooler must not be mounted on or above the rear fender.

4.1.6: Air Box

- The air box must be the originally fitted part with no modification allowed. Existing snorkels must be present unmodified for the given year of the motorcycle.
- The air filter element may be removed or replaced but if fitted must be mounted in the original position.
- The air box drains must be sealed.
- All motorcycles must have a closed breather system. All oil breather lines must be connected (may pass through an oil catch tank) and discharge in the air box.

4.1.7: Fuel Supply

- Fuel pumps and fuel pressure regulators must be the originally fitted and homologated parts with no modification allowed.
- The fuel pressure must be as originally equipped.
- Fuel lines from the fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced and must be located in such a way that they are protected from crash damage.
- Quick connectors or dry break connectors may be used.
- Fuel vent lines may be replaced.
- Fuel filters may be added.

4.1.8: Exhaust System

- Exhaust pipes and silencers may be altered or replaced from those fitted on the homologated motorcycle. For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.
- Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

4.1.9: Electronics

Engine Control System (ECU). The engine control system (ECU) may be:

- An ECU (Kit or OEM) applicable to the specific model.
- The ECU may have its software changed but the ECU may not be physically modified.

If using a kit or OEM system:

- The system may have external ignition and/or injection module(s) added.
- Central units (ECU) may be relocated.
- No extra sensors may be added for control strategies except shift rod sensors, wheel speed sensors and lambda sensors, suspension potentiometers for telemetry purposes. Wheel speed sensors must be included in the kit ECU and harness package if required.
- Other additional electronic hardware equipment not on the original motorcycle cannot be added with the exceptions noted below.

4.1.10: Wiring Harness:

- The main wiring harness may be replaced by the kit wire harness as supplied for the kit ECU model that is produced and/or approved by the manufacturer of the motorcycle.
- The key/ignition lock may be relocated, replaced or removed.

- Cutting of the original main wiring harness is allowed.
- The original speedometer and tachometer may be altered or replaced
- Electric cables, connectors, battery and switches are free
- Spark plugs, plug caps, coils and wires may be replaced

4.1.11: Generator, Alternator, Electric Starter

- The generator (ACG) must remain as original. No modifications are allowed.
- The stator must be fitted in its original position and without offsetting.
- The electric starter must operate normally and always be able to start the engine during the event.
- Kill switch must be operational, and reachable by rider without removing hand from the handlebar.

4.1.11: Frame Body and Rear Subframe

- The frame must be the originally fitted no modification allowed.
- Holes may be drilled on the frame only to affix approved components (i.e. fairing brackets, steering damper mount, sensors).
- The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.
- Nothing else may be added or removed from the frame body.
- All motorcycles must display a vehicle identification number punched on the frame body (a proper "legal VIN")
- Engine mounting brackets or plates must remain as originally produced by the manufacturer for the motorcycle
- Front sub frames / fairing mounts may be changed or altered.
- Rear sub frames may be changed or altered, but the type of material must remain as original, or of higher specific weight.
- Additional seat brackets may be added; non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.
- The paint scheme is not restricted but polishing the frame body or sub-frame is not allowed.

4.1.12: Suspension - General

Front Suspension

Forks must be the originally fitted and homologated parts with the following modifications allowed:

- Original internal parts of the forks may be modified or changed.
- Aftermarket damper kits or valves may be installed.
- Fork springs may be modified or replaced.
- Fork caps may be modified or replaced to allow external adjustment.
- Dust seals may be modified, changed or removed if the fork is totally oil-sealed.
- The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.
- The upper and lower fork clamps (triple clamp, fork bridges, and stem) must remain as originally produced by the manufacturer on the homologated motorcycle.
- A steering damper may be added or replaced with an aftermarket damper.
- The steering damper cannot act as a steering lock limiting device.
- Electronic forks may have their complete internal parts (including all electronic control) replaced with a conventional damping system; which will be considered as a mechanical fork.

Swing arm

The swing arm must be the originally fitted and homologated part with no modification allowed except the following:

- Rear wheel stand brackets may be added to the swing arm by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed. An anchorage system or point(s) to keep the original rear brake caliper in place may be added to the rear swing-arm.
- A rear axle chain adjuster slot may be enlarged to allow the brake caliper bracket mounting to become captive by use of a sleeve. The slot may only be modified on the side the rear brake caliper is located. The enlarged slot may not increase or decrease the original wheel base.
- The sides of the swing arm may be protected by a thin vinyl cover or composite over.
- The swing arm pivot bolt must be the originally fitted unit with no modification allowed.
- Rear axle chain adjusters may be modified or changed.

Rear suspension unit (shock)

- The rear suspension unit (shock absorber) may be changed or modified. The original attachment points to the frame and rear fork (or linkage) must be as homologated.

- All the rear suspension linkage parts must be the originally fitted parts with no modification allowed.
- Removable top shock mounts must remain as originally produced. A nut may be made captive on the top shock mount and shim spacers may be fitted behind it.
- “GSXR Shock Mod” is permissible in the 400 class

4.1.14: Wheels

- Wheels must be the originally fitted and homologated parts with no modification allowed.
- If the original design included a cushion drive for the rear wheel, it must be the originally fitted unit with no modification allowed
- Wheel axles must remain as originally equipped; wheel spacers may be modified or replaced.

4.1.15: Brakes

- Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original caliper and mounting. However, the outside diameter and the ventilation system must remain the same as on the stock motorcycle. Internally ventilated discs are not allowed if not present on the stock motorcycle.
- The brake disc carriers may be changed, but they must retain the same offset and same type of mounting to the wheels of the stock motorcycle.
- Only steel (max. carbon content 2.1 wt. %) is allowed for brake discs.
- Front and rear brake calipers as well as all the mounting points and mounting hardware (mount, carrier, hanger) must remain as originally produced by the manufacturer for the stock motorcycle.
- In order to reduce the transfer of heat to the hydraulic fluid, it is permitted to add metallic-shims to the calipers, between the pads and the calipers, and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the caliper.
- The front brake master cylinder may be replaced with an aftermarket unit.
- The rear brake master cylinder must be the originally fitted unit with no modification allowed.
- Front and rear hydraulic brake lines may be changed. The brake fluid reservoir may be replaced and/or repositioned. Quick connectors may be used. The split of the front brake lines for both front brake calipers must be made above the lower edge of the fork bridge (lower triple clamp).
- Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.
- Additional air ducts are not allowed.

4.1.16: Handlebars and Hand Controls

- Handlebars may be replaced.
- Handlebars and hand controls may be relocated.
- Throttle controls must be self-closing when not held by the hand.
- Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as on the stock motorcycle.
- The clutch and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.
- Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.
- Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right-hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch must be red.

4.1.17: Foot Rest and Foot Controls

- The foot rests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.
- The foot controls, gear shift and rear brake must remain operated manually by foot.
- Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

4.1.18: Fuel Tank

- Fuel tanks must be the originally fitted unit with no modification allowed.
- Fuel caps may be changed. Fuel caps when closed, must be leak proof. Additionally, they must be securely closed to prevent accidental opening at any time.
- The sides and rear of the fuel tank may be protected with a cover made of a composite material.
- The fuel tank may have a heat reflective sheet attached to its bottom surface.

4.1.19: Fairing / Bodywork

- Fairing, mudguards and body work must conform in principle to the shape as originally produced by the manufacturer.
- Windscreen may be replaced. (double-bubble is allowed)
- The ram-air intake must maintain the original shape and dimensions.
- Original air ducts running between the fairing to the air box may be altered or replaced from those fitted to the homologated motorcycle.

- The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine.
- Front fender may be replaced with a cosmetic duplicate of the original parts and may be spaced upward for increased tire clearance.
- Rear fenders fixed on the swing arm may be modified, changed or removed.

4.1.20: Seat

- The seat, seat base and associated bodywork may be replaced with parts of similar appearance as originally produced by the manufacturer.
- The top portion of the rear body work around the seat may be modified to a solo seat.
- The appearance from the front, rear and profile must conform in principle to the shape of the stock motorcycle.

4.1.21: Fuel

- Fuel is open (Gasoline-not alcohol)

4.1.22: Tires

- Tires is open (slicks or DOT fine)

ANYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THIS RULEBOOK IS STRICTLY FORBIDDEN

If a change to a part or system is not specifically allowed in any of the following articles, then it is forbidden.

4.2: Superbike

The following rules are intended to give freedom to modify or replace some parts in the interest of safety, research and development and improved competition between various motorcycle concepts. Superbike motorcycles must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these technical regulations, unless they are already equipped as such on the stock model. The appearance from the front, rear and the profile of Superbike motorcycles must (except when otherwise stated) conform in principle to the shape of the original motorcycle produced by the manufacturer. All parts and systems not specifically mentioned in the following articles must remain as originally produced by the manufacturer for the original motorcycle.

4.2.1: Engine

- The following engine specifications and components may not be altered from the originally manufactured motorcycle except as noted:
- The engine design model cannot be changed.
- The method of cam drive must remain as originally produced.
- The method of valve retention must remain the same as the stock model. No pneumatic valve retention devices are allowed unless fitted to the stock model.
- The sequence in which the cylinders are ignited (i.e. 1-2-4-3), must remain as originally designed on the original model. Simultaneous firing of two (2) cylinders is also forbidden if not adopted on the stock motorcycle.

Fuel injection systems

Fuel injection systems refers to the throttle bodies, fuel injectors, variable length intake tract devices, fuel-pump and fuel pressure regulator.

- The original fuel injection system must be used without any modification.
- The fuel injectors must be stock and unaltered from the original specification and manufacture.
- Air funnels may be altered or replaced.
- Primary throttle valves cannot be changed or modified.
- Secondary throttle valves and shafts may be removed or fixed in the open position and the electronics may be disconnected or removed.
- Air and air-fuel mixture must go to the combustion chamber exclusively through the throttle bodies.

Cylinder head

The cylinder head must be the originally fitted part.

The following modifications are allowed:

- The cylinder head must begin as a finished production part using original materials and castings. Material may only be added by epoxy or removed by machining. The intake and exhaust system including the number of valves and/or ports (intake and exhaust) must be as originally equipped.
- Porting and polishing of the cylinder head normally associated with individual tuning such as gas flowing of the cylinder head, including the combustion chamber, is allowed. Epoxy may be used to shape the ports.
- The throttle body intake insulators may be modified.
- The compression ratio is free.
- The combustion chamber may be modified.
- Valves can be replaced with aftermarket .
- Valve seats can be modified or replaced Valve guides must remain as originally equipped. Modifications in the port area are allowed by machining.
- Valve springs may be altered or replaced. An additional spring may be added or the spring may be removed.
- Valve spring retainers, collets and/or spring seats may be altered or replaced.
- Valves must remain in the original location and at the same angle as the original valves.
- Rocker arms (if any) can be replaced.
- The exhaust air bleed system must be blocked and the external fittings on the cam cover(s) may be replaced by plates.
- The shim buckets / tappets (if any) may be replaced The originally equipped cylinder head / cam cover may be replaced by a cosmetic replica of higher specific weight material (i.e. replace magnesium part with aluminum).

Camshaft

- Camshafts may be altered or replaced.
- Offsetting the camshaft is not allowed. The camshaft must remain in the original location.

Cam Sprockets or Cam Gears

- Camshaft sprockets, pulleys or gears may be altered or replaced to allow degreasing of the camshafts.
- The cam chain or cam belt tensioning device(s) can be modified or changed.

- The cam chain may be altered or replaced but must remain the same type.

Cylinders

- Cylinders can be modified up to 2mm overbore.
- The cylinder base gasket(s) may be changed.
- The top face of the cylinder may be ground to adjust deck height.

Pistons, Piston Rings, Piston Pins and Clips

Can replace with aftermarket

Connecting Rods

- Connecting rods may be altered or replaced.
- Connecting rod bolts are free.

Crankshaft

Only the following modifications are allowed to the crankshaft:

- Bearing surfaces may be polished.
- Surface treatments may be applied to the crankshaft.
- Balancing is allowed Polishing of the crankshaft is allowed.
-

Crankcase / Gearbox housing

- Crankcases must be the originally fitted part with no modification allowed. If the crankcases have integral cylinders, then the top face of the cylinder may be machined to adjust deck height. Oil spray nozzles may be modified.
-
- Oil-pan (sump) may be altered or replaced and oil pick up may be altered or replaced.
- One threaded port may be altered for direct oil pressure/temperature sensor fitting in the crankcases or engine covers.
- The oil breather cover must remain as originally equipped but the internal breather/damper plate can be modified or replaced.

4.2.2: Transmission / Gearbox

- Transmission shafts and gear set must begin as originally fitted. Shimming is allowed.
- Undercutting and surface treatments are permitted.
- OEM shift drum detent stars may be modified or replaced.

- External quick-shift/auto-blip systems are permitted (including wire and potentiometer).
- Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed. Chain master links must be rivet type.
- The sprocket cover may be modified or eliminated

4.2.3: Clutch

Aftermarket or modified clutches are permitted including:

- Friction plates and steel plates
- Clutch hub
- Springs
- Hardware
- Back torque limiters are permitted.

4.2.4: Oil pumps and oil lines

- The originally fitted oil pump may be modified with the exception of the original oil pump housing, mounting points and oil feed points.
- Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of braided reinforced construction with swaged or threaded connectors.

4.2.5: Cooling System

- The water pump must remain as originally equipped.
- The original radiator or oil cooler may be altered or replaced from those fitted to the motorcycle.
- Additional radiators or oil coolers may be added.
- The original oil/water heat exchanger may be modified, replaced or removed.
- The cooling system hoses and catch tanks may be changed.
- The radiator fan and wiring may be changed, modified or removed.
- The oil cooler must not be mounted on or above the rear mudguard.

4.2.6: Air Box

The air box must be the originally fitted part with no modification allowed except as noted in the following:

- Air filters, internal flap type valves, sensors and vacuum fittings may be removed, modified or replaced with aftermarket parts.

- Any holes in the air box to the outside atmosphere resulting from the removal of components must be completely sealed from incoming air.
- The air box drains must be sealed.
- Ram air tubes or ducts running from the fairing to the air box may be modified, replaced or removed. If tubes/ducts are utilized, they must be attached to the original, unmodified air box inlets.
- All motorcycles must have a closed breather system. All the oil breather lines must be connected (may pass through an oil catch tank) and exclusively discharge in the air box.
- Additional heat shielding is allowed to be applied to the lower face / side of the air box (i.e. foil heat tape).

4.2.7: Fuel Supply

- The fuel pump and fuel pressure regulator must be the originally fitted part with no modification allowed.
- Fuel lines from the fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced and must be located in such a way that they are protected from crash damage.
- Quick connectors or dry break connectors may be used.
- Fuel vent lines may be replaced.
- Fuel filters may be added.

4.2.8: Exhaust System

- Exhaust pipes and silencers may be altered or replaced from those fitted to the motorcycle.
- For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.
- Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

4.2.9: Electronic control system

- The engine control system (including ECU) can be replaced or reprogrammed
- The central unit (ECU) may be relocated.
- The original speedometer and tachometer may be altered or replaced.

4.2.10: Wiring Harness

Wiring harness is free. Telemetry (remote signals to or from the bike) is not allowed. No remote or wireless connection to the bike for any data exchange or setting is allowed whilst the engine is running or the bike is moving.

Spark plugs, spark plug caps and HT leads (if applicable) are free.

Battery is free.

4.2.11: Generator, Alternator, Electric Starter

- The stator/coils must be the originally fitted parts with no modification allowed.
- The flywheel may be modified or replaced.

4.2.12: Frame Body and Rear Subframe

The main frame must be the originally manufactured, fitted part and only the following modifications allowed.

- In all the following cases the main frame may only be altered by the addition of gussets, tubes or plates unless stated otherwise. The additions may be welded or bonded. No gussets or tubes may be removed, other allowed modifications are detailed within the following section of these rules. These additions must be documented by the reference team (or manufacturer).
- Holes may be drilled on the frame only to affix approved components (i.e. fairing brackets, steering damper mount).
- The original position (of engine, steering stem or pivots) is considered as the position in which the production motorcycle is supplied. (Fore and aft is considered along the bottom plane of the original bearing seat).
- Suspension linkage mounting points on the frame must remain as homologated.

If the original chassis includes adjustable inserts for the engine mounting position then:

- The inserts are free BUT the chassis cannot be modified further (except as mentioned in previously).
- There is no limit to the range of adjustment.
- If the original chassis has fixed engine mounts then the engine must be mounted in the original position.

4.2.13: Suspension

Front Suspension

- The front fork in whole or part may be changed but must be the same type (e.g. leading link, telescopic, etc.).
- The upper and lower fork clamps (triple clamp, fork bridges) and stem may be changed or modified.
- A steering damper may be added or replaced with an 'after-market' damper.
- The steering damper cannot act as a steering lock limiting device.

Swing-arm

- The swing-arm may be altered or replaced from those fitted to the original motorcycle.
- The use of carbon fiber or Kevlar materials is not allowed if not on the original motorcycle.
- Rear wheel stand brackets may be added to the rear fork by welding or by bolts.
- Brackets must have rounded edges (with a large radius). Fastening screws must be recessed.
- Swing arm spindle (pivot) may be modified or replaced.

Rear Suspension Unit

- Rear suspension may be changed but a similar system must be used (i.e. dual or mono).
- The rear suspension linkage may be modified or replaced.
- The original fixing points on the frame (if any) must be used to mount the shock absorber, linkage and/or rod assembly fulcrum (pivot points).
- Removable top shock mounts may be replaced.

4.2.14: Wheels

- Wheels may be replaced

4.2.15: Brakes

- Front brake master cylinders may be altered or replaced
- Front brake calipers may be altered or replaced.
- Rear brake master cylinders may be altered or replaced.
- Rear brake calipers may be altered or replaced.
- Brake pads or shoes may be altered or replaced.
- Brake hoses and brake couplings may be altered or replaced.
- Brake discs may be altered or replace
- Front brake system cooling ducts are allowed

4.2.16: Handlebars and Hand Controls

- Handlebars, hand controls and cables may be altered or replaced.

4.2.17: Foot Rest and Foot Controls

- Foot rests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.
- Foot controls: gearshift and rear brake must remain operated manually by foot. (a thumb brake on left hand area will be permissible)
- Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

4.2.18: Fuel Tank

- The fuel tank must conform in principle to the appearance and location of the original tank; however, its actual shape can be slightly changed to suit the rider's preference and increased fuel volume. The tank may also be modified below the upper frame line and under the seat.
- The tank may be replaced by a fuel cell and a structural cover.
- The material of construction of the fuel tank may be altered.
- Fuel tank filler caps may be altered or replaced

4.2.19: Fairing / Bodywork

- The fairing, mudguards and body work must conform in principle to the shape as originally produced by the manufacturer. Headlights must be included even when considered external,
- The windscreen may be replaced.

- The ram-air intake must maintain the original shape and dimensions.
- The original air ducts running between the fairing to the air box may be altered or replaced. Particle grilles or “wire- meshes” originally installed in the openings for the air ducts may be removed.
- The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine.
- The front fender must conform in principle to the shape originally produced by the manufacturer.
- A rear fender may be added or removed.

4.2.20: Seat

- The seat may be altered or replaced.
- The top portion of the rear body work around the seat may be modified to a solo seat.
- Holes may be drilled in the seat or rear cowl to allow additional cooling.
- Material of construction of the seat is free.
- All exposed edges must be rounded.

4.2.21: Fuel

- Fuel is open

4.2.22: Tires

- Tires is open (slicks or DOT fine)

ANYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THIS RULEBOOK IS STRICTLY FORBIDDEN

If a change to a part or system is not specifically allowed in any of the following articles, then it is forbidden.

SECTION 5: PRACTICE AND QUALIFYING

5.1: Practice Sessions

- Practice sessions may be conducted as practice or qualifying practice and in all cases, are timed.
- Practice sessions will be determined by lap times. A/B/C/D sessions.
- Riders will commence practice from the pit lane when the green flag is displayed at the entrance of the hot pit lane.
- CRA will conduct two 10-minute practice sessions on Saturday and Sunday of the race weekend.
- The end of the practice sessions will be indicated by the waving of a checkered flag. A rider's time will continue to be recorded until he passes the official checkered flag at the finish line after the allotted time has elapsed. After the checkered flag riders may complete the lap and return to the pit.
- If practice is interrupted due to an incident or any other reason, then a red flag will be displayed at the start line and at all flag marshal's posts. All riders must return at a safe and controlled pace to the hot pit lane. If the practice is restarted, the rider will return to the track for the remaining time of the session.

NOTE: Refueling is allowed in the hot pit lane.

- Riders must be off the bike during refueling.
- The ignition must be off, and the motorcycle must be on a rear stand before refueling is permitted to start.
- A crew member must be standing by with a fire extinguisher with the pin pulled and the nozzle aimed at the motorcycle.

5.2: Qualifying Sessions

- CRA will conduct one 15-minute qualifying session on Saturday of the race weekend.
- Riders will commence qualifying from the pit lane when the green flag is displayed at the entrance of the hot pit lane.
- Qualifying sessions will be based on displacement classes and license status.
 - Example: Amateur Middleweight, Expert Middleweight, etc.

5.3: Lap Times

- All laps for all sessions will be timed.

- Times for each session will be posted.

Note: A new lap record can only be established by a rider during a race.

5.4: Qualifying Results

- The results will be based on the fastest time recorded by the riders in qualifying sessions.
- In the case where all qualifying sessions have been canceled, the results will be based on the fastest time recorded by the riders in all practices.
- In the event of a tie, riders' second and subsequent best times will be taken into account.
- In the event of no practice times taken due to failure, qualification results will be based on points and time-of-entry.

5.5: Grid Positions

- The pole position, allocated to the fastest rider from qualifying sessions
- The location of Pole Position will be determined during the course direction of the track.
- Grid positions will be based on the fastest time recorded by the riders in all qualifying sessions. In the case where all qualifying practices have been canceled, the grid position will be based on the fastest time recorded by the riders in practice sessions.
- For all classes, the grid will be arranged in the "in echelon" 3-3-3 configuration. Each line will be offset. There will be a distance of approximately nine (9) meters between each row.
- In the event of a tie, riders' second and subsequent best times will be taken into account.
- The final grids will be published after the qualifying sessions have been completed.

5.5.1: Provisional Start Positions

- **Expert Licensed Racers only:**
 - If a racer has missed the Saturday qualifying session, they may request a provisional grid position from the race director, who may grant such request in his sole discretion. Upon approval, the racer will be placed no higher than the 4th row of the grid.
 - The Provisional Start Position Request shall only be granted to a racer for two (2) races in a season.

- Provisional Start Position Request forms will be available at CRA registration.

5.6: Flags

Marshals and other officials display flags to provide information and/or convey instructions to the riders. **Flags used to provide information and instructions:**

Green Flag

The track is clear. This flag must be waved at each flag marshal post for the first lap of each practice and warm up session also during the sighting lap and warm up lap of a race. The green flag must be shown waved at the flag marshal post immediately after an incident that necessitated the use of one or more yellow flags. When the pit-lane exit is open, the green flag must be waved at the pit-lane exit.

Yellow and Red Striped Flag

The adhesion on this section of the track could be affected by any reason other than rain. This flag must be shown waved at the flag marshal post

White Flag

Indicates the final lap of a race, waved at the finish line.

White Flag with Red Cross:

indicates that ambulances, safety vehicles or emergency personnel are on the course. If an Ambulance is put on course the race may be red flagged. Exercise caution.

Checkered Black / White Flag

This flag will be waved at the finish line to indicate the finish of a race or practice session.

- During practice sessions there may be multiple checkered flags to speed up the rotations

Yellow Flag

A *Standing Yellow Flag* at the flag marshal post indicates that there is a danger ahead beside the track. Riders must exercise caution.

A *Waving Yellow Flag* at the flag marshal post indicates that there is a hazard wholly or partly blocking the track, or other high-risk situation. Overtaking is forbidden up until the point where the green flag is waved.

- Any Infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred.

- In case of infringement of this rule during the race, the rider -If immediately after having overtaken, the rider realizes the infraction, he/her must raise his/her hand and let past the rider(s) that he/her has overtaken. In this case, no penalty will be imposed.
- If the rider fails to give back the position a -1-lap penalty

Red Flag

Indicates when the practice or race is being stopped. The red flag will be waved at each flag marshal post. Riders must signal (Leg-out, or arm up) and cautiously return to the pits.

- When the hot-pit-lane is closed, this flag will be waved at the hot-pit-lane entry. At this point, riders are not allowed to enter the hot-pit-lane. Any infringement of this rule may be penalized by Race Direction.
- The red flag will be shown motionless on the starting grid at the end of the warm up lap. This will indicate that you must stop in your grid position and cannot pass the official holding the red flag.
- The red flag may also be used to indicate the track is closed.

Blue Flag

This flag indicates to a rider that he/she is about to be overtaken and will be waved at the flag marshal post. During the qualifying sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him. During the race, the rider concerned is about to be lapped and must allow the following rider(s) to pass at the earliest opportunity. Lapped riders attempting to overtake within their group of lapped riders is forbidden under the blue flag.

- Any infringement of this rule may be penalized by Race Direction.

Black Flag

This flag is used to convey instructions to one (1) rider only and is waved at selected flag marshal posts together with the rider's number. This flag informs the rider that his/her motorcycle has mechanical problems likely to endanger him/herself or others, and that he/she must immediately leave the track. (roll off into the dirt and wait for crash truck)

- Any infringement of this rule may be penalized by Race Direction.

Black Flag with Orange Disk "Meatball":

This flag is used to convey instructions to one (1) rider only and is waved at selected flag marshal posts together with the rider's number. This flag informs the rider that they have jumped the start, and will be assessed a time penalty of ten (10) seconds..

Crossed Flags:

A black flag and white flag rolled up, and made into an X indicates the half-way point of the race.

SECTION 6: RACE EVENT DETAILS & PROCEDURES

6.1: Race Event Prep

The following preparations are required by CRA for every race event before any practice session or race may be held.

- Track surface inspection to ensure it is free of reasonable debris (dirt, oil, gravel, etc.).
- Fully charged and fully operational fire extinguishers at all corner worker posts.
- Corner workers present and posted at all CRA designated positions with flags and track clean up equipment
- 2 ambulances (professional and medically qualified personnel with all necessary safety equipment and first aid equipment) capable of transporting injured persons to a medical facility must be present at all times
- Suitable business and event liability insurance
- Waivers releasing CRA from liability must be executed by ALL persons entering the track facility each day of the race event(s).

6.2: Registration

This is where you take steps to make certain that you are properly entered into the races. You must go through registration even though you entered via the internet.

Registration Times:

Friday 5:00pm - 7:00pm

Saturday 7:00am - 8:00pm for the day of races. 7:00am - 7:00pm for Sunday event

Sunday 7:00am - 8:00am

The Registration process includes:

1. Verifying all information on the entry form
2. Making sure all fees are paid in full
3. Receiving Tech Slip
4. Cut off times to ADD or DROP classes:
 - a. Saturday Races: 8:00am Saturday
 - b. Sunday Races 5:00pm - 7:00pm on Saturday
 - c. Sunday Races 8:00am on Sunday

6.3: Technical Inspection

Refer to Section 2.8 of Rulebook

6.4: Gear Requirements

- 1 piece or 2-piece leather suit. 2-piece suit must have a full circumference zipper connecting the jacket and the pants
- DOT or SNELL approved full face helmet with operational face shield no older than 5 years from date of manufacture
- Appropriate gauntlet racing gloves
- Over the ankle race boots
- Back Protector
- Chest Protector (optional)
- Fully charged and fully operational fire extinguishers at all rider pits

6.5: Rider's Meeting

- Before the first race at all race events, a mandatory Rider's Meeting will be held
- Attendance is MANDATORY for all riders
- Attendance is MANDATORY for all parents or legal guardians of minor riders
- Notification/presentation of race schedule, flags, starting procedures, track entry and exit, and special rules and/or procedures pertinent to the days event schedule and races

6.6: Practice

Practice is where your mind, body, and machine are race tuned. If you are Amateur or Expert, participation in practice sessions is not required, but strongly advised. If your license is Amateur Sportsman, participation in practice is required. Practice sessions will be assigned by lap times from the official CRA scoring system.

6.7: Race Call

All races are announced over the public address system. When your race is announced, report to the pre-grid (formation) area. In the event that your race is not announced over the PA system, it is your responsibility to know which race your race follows, and be at pre-grid in a timely manner.

6.8: Pre-Grid

At the pre-grid area, the following 2 things will happen:

1. Your machine is checked for tech inspection sticker
2. The number on your motorcycle is checked to determine if you are properly entered into that race (or practice)

6.9: Warm-Up Lap

All races get a warm-up lap prior to a race. This is to allow riders to warm up tires, and get an update on track conditions. Late comers to the pre-grid may not get the warm up lap and instead be sent to the back of the grid.

6.10: Starting Grid

The Starting grid is the area behind the starting line where numbers are chalked onto the track surface. (A mark will be in front of the number, and each row will also be a number marked to help avoid confusion). Find your assigned grid number and position your front wheel just behind the line. Watch the starter/Grid marshal for special instructions. You must obey them without question.

6.11: Race Start

- Experts and Amateurs are gridded separately, with Experts gridded first, then Amateurs. Experts and Amateurs may be given the same or separate start sequences depending on grid size at the discretion of the Race Director.
- Separate wave starts will be indicated by a "2nd Wave" board being shown to the second wave
- Grids for all races will be set by the fastest lap in the qualifying session held the same weekend as the race event. Any rider unable to participate in the qualifying session will be added to the back of the grid
- Riders may not move into or start from any grid position other than their assigned grid number.
- Onus is on the rider to know his/her grid position
- Warmup Lap
- Riders who miss the warm up lap will be directed to take their grid position for the start of the race.
- Once the Starter determines that all, or substantially all, motorcycles are properly positioned on the grid, race start procedures will be initiated via the display of the "2" board.
- The display of the "1" board will be followed after the "2" board by the Starter. Late arrivals will be held at track entrance until the race has started.

- When the “1” board is displayed, the contact patch of the front tire must be positioned in the middle of the chalked grid position.
- When the “1” board is turned sideways by the Starter, all motorcycles should be in gear and ready to start the race. A rider may not dismount or otherwise attempt to restart a stalled motorcycle at this time. Rider MUST raise his/her hand signaling a “mechanical” until the grid is clear or follow any special instructions provided from the Starter. Any rider whose contact patch of their front tire crosses the line above his/her assigned grid position before the start of the race will be penalized for gaining an advantage. At the discretion of the Race Director, a penalty of 10 seconds will be administered for “Jumping the Start.”

6.11.b: Pro Start

- **For participants in the Gold Cup Race**
- Sighting Lap - 10 minute board
 - Riders enter track from pre-grid take one lap at unregulated speed to their grid spot
- Racers arrive on grid
 - Max of 5 crew members per rider (including umbrella holder) on grid to indicate grid spot
 - tools, stands, generators allowed
- 5 minute Board - Signal to clear the grid
 - All crew members, tools exit the grid
 - Bike is set
- 3 minute board - Warmup Lap
 - Green Flag Indicates Warmup Lap
- Follow procedures in sections 6.9 - 6.11

6.12: Race

If during a race, your machine has a mechanical failure, immediately raise your arm or foot to signal and pull off safely and completely. This is the standard procedure for exiting the race course. If your machine is able to continue, make sure you re-enter the course carefully and at the point where you are not a hazard to other riders (use corner workers for guidance). If you are unable to continue, make certain you are not in a dangerous place (impact zone), sit tight, and the crash truck will pick you up after the race has completed. Sometimes a race will be stopped short of the full 8 laps due to red flags. See course control on whether the race will restart or be called complete.

6.13: Protests

6.13.1: Right to Protest

Any rider directly affected by a decision taken during an event under the authority of the CRA or following dangerous, unfair or fraudulent behavior, riding or act, has the right to protest against such a decision, behavior, riding or act. A protest against the class eligibility of a rider, or a motorcycle entered, should be made after the race is complete.

No protest can be lodged against a statement of fact pronounced by CRA officials during the race or the timed practices. Statements of fact depend exclusively from a factual observation without any possible adjustment of the sanction, which is statutorily and precisely stated in the CRA rulebook or any supplemental regulations.

Utilizing the right to protest to gain an unfair advantage, or to hinder or prevent a competitor from being able to compete in other races (same day or weekend) is strictly prohibited.

6.13.2: Procedure and Time Limit for Protest

All protests must be submitted and signed only by the person directly concerned. Each protest must refer to a single subject only and must be presented within 1/2 hour of the publication or posting of the results. During an event, protests must be submitted according to the provisions of the CRA Racing Rules and handed to the race director together with the protest fee as published by the CRA.

1. The race director (or official) must accept any protest that is properly made within the specified time limit and accompanied by the appropriate fee. A protest cannot be withdrawn without the permission of the race director.
2. Final determination of the timeliness of a protest will rest with the race director.
3. All protests must be submitted and signed only by the person directly
4. All administrative and other protests needed to confirm compliance or noncompliance within the CRA rules.

6.13.3: Hearing of a Protest

The Race Director will render decisions on all protests as soon as practical. If it is not possible to render an immediate decision, the race director may allow a protested rider or machine to compete under protest. In such cases, payment of all affected points and awards will be withheld pending a decision on the protest.

When a protest involves displacement or internal engine inspection, the protesting party may be present during the teardown, inspection, and be informed of all measurements. Both parties must remain on the premises until released by the race director. Video evidence may be allowed at the discretion of the referee or CRA.

6.13.4: Effect of the Decision of the Race Director

The protesting party must pay any legitimate expense to which the race director may be out as the result of a protest, and the race director may require a deposit from the protesting party sufficient to cover such expenses. If the protest is upheld, however, the protested party must reimburse such costs.

If a protest is decided in favor of the protesting party: The race director will refund the protest and teardown fees, and forward a written report to the CRA.

If a protest is decided in favor of the protested party: The race director will forward the protest fee to the CRA along with a written report and the protested party will be entitled to teardown fees.

The race director shall call, email or mail denial of protest to the protestor and submit protest funds along with a copy of original protest to the CRA in the same time period.

6.14: Fines and Penalties

Riders may be penalized and/or fined by the Race Director for actions, including but not limited to, those described in this section. Penalties may range from monetary fines (up to \$500), an imposed time penalty, the docking of a lap from a race finish, disqualification from participation in one or more seasons, and/or disqualification from a race event (including loss of points and awards) or any combination of the above.

- Usage of drugs, chemical intoxicants or alcoholic beverages and subsequently gridding up to race/practice
- Participating in a practice sessions, qualifying sessions or races where rider is not:
 - Properly registered or entered
 - Fraudulent identity
 - Misuse of race license
 - Uses a motorcycle that did not pass Tech Inspection
- Riding or pushing a motorcycle on or near the active course, for any reason, against the course direction
- Bad conduct on or off the race track at a race event as decided by any CRA official

- Disregard of rules, procedures, flag signals, directives of any race official or CRA policies and procedures
- Operating any motorcycle or other vehicle, or allowing his/her pit crew members to operate such a vehicle at over 5mph in the pit area or paddock
- Foul and dangerous riding including but not limited to:
 - Unsportsmanlike riding
 - Unnecessary swerving, erratic riding behavior on track
 - Intentional dangerous maneuvers
- Disregard of any applicable provisions of the Rulebook
- Failure to attend Rider's Meeting
- Falsifying documentation
- Tampering with someone else's motorcycle or gear without authorization

6.15: Appeals

6.15.1: Right of Appeal Applies To:

1. Any person directly issued a penalty by a race official and/or the CRA, pursuant to the rules or policies of the CRA has the right to defend themselves, either in person or by proxy.
2. The CRA's process of administrative review provides Appeals: Items that may be appealed include the decision of a race official and/or the CRA on a protest resulting in the imposition of penalties.

6.15.2: Items which may not be appealed include:

1. Protestable items for which no protest was lodged.
2. Decisions of a race official and/or the CRA resulting in a penalty not directly imposed on the party requesting the appeal.
3. In general, appeals cannot be accepted related to matters for which no remedy is available or in which CRA has already rendered a decision.
4. While appealing a suspension, a rider may continue to compete in CRA events. However, this privilege may be denied if the suspension is related to an offense involving drugs or alcohol, for riding in such a manner as to endanger the life or limb of others or for fighting.

6.15.3: Procedure and time limit for appeal:

1. The time limit for filing a notice of appeal against a decision of the Race Director is five (5) business days of the ruling or incident under appeal.
2. To be admissible, the notice of appeal must be postmarked within the deadline.

6.15.4: Filing an Appeal

1. All appeals must be in writing, accompanied by the appropriate fee and signed by the appellant.
2. The appeal must specifically state the date and location of the sanctioned meet, the elements of the matter being appealed and the grounds for the Appeal.
3. If the appeal was not lodged and/or the security deposit for appeal not paid within the deadlines specified, the CRA is entitled to declare the appeal inadmissible without hearing.
4. The appeal may be filed with the race director at the event or submitted to: CRA Racing @ admin@race-cra.com
5. Security deposit for appeals: The amount of the security deposit, payable when lodging an appeal, will be: \$250 and must accompany an appeal.

6.15.5: Appeal Hearings

Appeal hearings will be convened within 30 days after the ruling or incident being appealed. The time and place will be set by the CRA.

As soon as practical, CRA will convene an internal appeal review board to review all materials submitted and take one of four initial actions:

1. Rule in favor of the appealing party, take appropriate action and refund the filing fee.
2. If the matter appealed is a dispute between two parties, mediate the matter in an effort to reach an agreement between the parties; but failing to do so, convene an appeal board.
3. Convene an appeal board.
4. Deny the appeal.

6.16: Crashing

- A rider who crashes in any practice session or race may not restart that session or race.
- A rider who crashed in any practice or race must have their riding gear and motorcycle (including belly pan) re-inspected by the Race Director before rider may enter the race track for subsequent practices and/or races

- Overly aggressive/unsportsmanlike riding, crashing or disregard for safety rules is subject to review by the Race Director. The frequency, circumstances, consequences and severity of such incidents will be factors taken into consideration. Once a rider accumulates 3 incidents in one season, the Race Director will conduct an interview with the rider and determine if disciplinary action is necessary or required. The CRA and Race Director reserve the right to take action prior to the accumulation of 3 incidents.
- Crashes/incidents/infractions are not carried over from the previous season.

SECTION 7: CODE OF CONDUCT

7.1: Principles

By participating in an CRA event, each racer acknowledges and agrees to abide by the CRA's rules and procedures, including those related to release and waiver of liabilities and claims. In addition, riders are responsible for the actions of their families and crew members. All parties involved in CRA competition are expected to conduct themselves in a responsible manner, respecting at all times the rights of others. Participation in CRA activities is a privilege, and all participants understand that violation of CRA rules and procedures can lead to forfeiture of their competition privileges.

Any current CRA member who has been denied the right to participate in an CRA event may request review from the CRA office using the CRA Protest/Appeals Form.

Any supplemental rules, regulations, instructions or procedures established by the CRA for the purpose of implementing, interpreting or enforcing these rules will be part of the rules. The intent of a specific rule or procedure will override a CRA member's interpretation of a rule. The intent of a rule will be determined by competent CRA officials and at the sole discretion of the CRA. If any rule is unclear to the CRA racer, the CRA is advised to get written approval from the race director prior to any actions or modifications.

All rules herein may be appealed in accordance with the procedure stated in the CRA Racing Rule Book except for those rules that the rulebook specifies may not be appealed. The participants recognize the need for officials to make decisions that require judgment and the exercise of discretion, often instantaneously, with events as they are occurring. The exercise of judgment by the officials during an event with respect to any penalty or lack of penalty shall only be appealable in accordance with the CRA Racing Rule Book. By submitting an application to participate in an CRA event, and in consideration of receiving the numerous benefits available, each participant agrees that the final and binding decisions of the officials are non-litigable, and shall not be appealable to any court or other tribunal other than the CRA. The participants to any protest or appeal further agree that the protest and appeal procedures provided for in the CRA Racing Rule Book are the exclusive remedy for the resolution of any disputes and renounce the right to, and shall not pursue, recourse to any arbitrator, court or other tribunal not provided for in the CRA Racing Rule Book. No court action of any kind may be taken by any participant. By reason of participation in an event, each participant waives any rights such participants may otherwise have to be a party to or take any action in court seeking legal or equitable relief against any decision, lack of decision or action of any kind by the officials or anyone acting on their behalf or the appeal panel. Each participant acknowledges that participation in an event by other participants is, in part, on reliance on this waiver. If a participant initiates or participates in litigation in violation of this rule, all participant privileges may thereupon be suspended and subject to disciplinary action deemed warranted by the CRA. DISCIPLINARY CODE 4.1

7.2: Offenses

This list is provided as guidance to competitors but does not restrict the CRA and Race Director from invoking penalties for other actions detrimental to the sport that are not specifically contained herein.

- Usage of drugs, chemical intoxicants or alcoholic beverages
- Participating in a practice sessions, qualifying sessions or races where rider is not:
 - Properly registered or entered
 - Fraudulent identity
 - Misuse of race license
 - Uses a motorcycle that did not pass Tech Inspection
- Riding or pushing a motorcycle on or near the active course, for any reason, against the course direction
- Bad conduct on or off the race track at a race event
- Disregard of rules, procedures, flag signals, directives of any race official or CRA policies and procedures
- Operating any motorcycle or other vehicle, or allowing his/her pit crew members to operate such a vehicle at over 5mph in the pit area or paddock
- Foul and dangerous riding including but not limited to: unsportsmanlike riding, erratic riding behavior on track, intentional dangerous maneuvers
- Disregard of any applicable provisions of the Rulebook
- Failure to attend Rider's Meeting
- Falsifying documentation
- Tampering with someone else's motorcycle or gear without authorization
- Entering and competing on a motorcycle/minicycle in a class where it is not the same basic design and materials of the approved model for the class entered.
- Failing to immediately respond to a black flag or other signals from officials.
- Failing to re-enter the course/track without gaining an advantage, from the closest point to where the rider left the course.
- Receiving any form of prohibited outside assistance, including, but not limited to, receiving radio transmissions while in competition.
- Causing a race to be stopped.

- Competing with a motorcycle that has been disqualified or is ineligible for the class entered, or competing on any machine other than the one on which the rider qualified.
- Changing the specifications of a motorcycle that has already been admitted for competition and/or inspected.
- Refusing to provide a true and factual statement regarding an item under protest or appeal when requested by the Race Director or CRA. Interfering with the CRA protest and appeal process.
- Attacking a CRA official or engaging in a fight anywhere on the premises prior to, during or after an CRA sanctioned meet.
- Any corrupt or fraudulent act, or any action prejudicial to the interests of the event or of the sport, carried out by a person or CRA member during an event.
- Attempting to gain an unfair advantage.
- Conspiring with others to violate any of these rules.
- During a race, a rider must always attempt to succeed. If not, they shall not be allowed to continue the competition and may be penalized by the referee.
- Engaging in any unfair practice, misbehavior or action deemed by CRA to be detrimental to the sport.
- Unleashed dog in paddock
- Leaving trash, tires, or empty fuel jugs in your pit after the race weekend

7.3: Equipment

Compliance with all applicable equipment rules must be made at all inspections. The race director may also disallow use of a motorcycle determined by the referee to be illegal under these rules.

1. Any motorcycle found to be in violation of equipment rules would be assumed to have been in violation for the entire race meet. In permitting a motorcycle to practice and/or compete, race officials do not warrant that motorcycle's compliance with CRA rules. Riders are responsible for any violation of equipment rules involving their motorcycle.
2. Under the direction of CRA, motorcycles or components may be impounded following an event to allow for inspection and testing as directed by these rules and the CRA.

7.4: Fines and Penalties

Riders may be penalized and/or fined by the Race Director for actions, including but not limited to, those described in sections 7.2 and 7.3.

Penalties that may be pronounced by the CRA:

1. Warning
2. Time, position or point penalty
3. Fine, subject to a maximum of \$500.00
4. Withdrawal of Championship points
5. Disqualification
6. Suspension
7. Exclusion

Furthermore, the CRA race officials can refer the case to the CRA Race Director in order to impose a higher penalty than the race official is empowered to do. The race official may call for the inspection of any machine or component, including fuel, at any time. The race official is competent to adjudicate upon a protest lodged during an event.

The CRA has the authority to penalize automatically or on request of an official: any voluntary or involuntary action or act infringed by a person or CRA member during a meet.

The CRA is competent to adjudicate upon an appeal lodged as a result of a protest or race director's decision.

1. An offender may have several penalties pronounced against them according to the circumstances. Certain penalties entail suspension of competition privileges delivered by CRA until the penalty inflicted has been fulfilled.
2. Any member under suspension, or otherwise disciplined under these rules of competition, may be placed on probation or reinstated by the CRA.
3. Definition and application of penalties
 - a. Warnings: can be made privately or publicly.
 - b. Fines: cash penalty.
 - c. Time and/or point penalty or suppression of time: the imposition of time or points affecting the rider's actual result or suppression of time.

- d. Disqualification: entails automatically and independently of any other penalty, the invalidation of the results obtained in a meet, event, practice, race or ranking.
 - e. Withdrawal of Championship points: entails the loss of CRA Championship points.
 - f. Suspension: entails the loss of all the rights granted to CRA members, or prohibition from taking part in any of the activities under CRA control for a specified period of time. The application of this penalty may be conditionally deferred for a period of up to a maximum of two years.
 - g. Exclusion: entails the final and complete loss of all rights of participation in any activity under CRA control.
4. Specific penalties: Specific penalties for certain offenses are provided for in these rules and/or Supplementary Regulations.
- a. A rider judged to have caused a red flag may be disqualified from the event.
 - b. The minimum suspension for a second offense of a similar nature shall be six months.
 - c. Riding in a lower classification than entitled (e.g., an A class rider competing in the B class) may be penalized by a fine and a suspension of up to one year.
 - d. Refusing to submit a machine or component (including fuel) for inspection, will result in the forfeiture of all points, prizes and rights at the meet, plus a fine and one-year suspension.
 - e. Attacking an CRA/meet official or fighting violation will be a fine of up to \$500.00 and an indefinite suspension pending review by the CRA.

7.5: Protests and Appeals

7.5.1: Protests

1. Right to Protest: Any rider directly affected by a decision taken during an event under the authority of the CRA or following dangerous, unfair or fraudulent behavior, riding or act, has the right to protest against such a decision, behavior, riding or act. A protest against the class eligibility of a rider, or a motorcycle entered, should be made after the race is complete.

No protest can be lodged against a statement of fact pronounced by CRA officials during the race or the timed practices. Statements of fact depend exclusively from a factual observation without any possible adjustment of the sanction, which is statutorily and precisely stated in the CRA rulebook or any supplemental regulations.

2. Procedure and time limit for protest: All protests must be submitted and signed only by the person directly concerned. Each protest must refer to a single subject only and must be presented within 1/2 hour of the publication or posting of the results. During an event, protests must be submitted according to the provisions of the CRA Racing Rules and handed to the race director together with the protest fee as published by the CRA.
 - a. The race director (or official) must accept any protest that is properly made within the specified time limit and accompanied by the appropriate fee. A protest cannot be withdrawn without the permission of the race director.
 - b. Final determination of the timeliness of a protest will rest with the race director.
 - c. All administrative and other protests needed to confirm compliance or noncompliance within the CRA rules.
3. Visual Inspection: Free
4. Remove Valve Cover: \$500
5. Remove Cylinder Head(s) \$1000
6. Complete Engine Disassembly: \$1500
7. Procedure and time limit for protest: All protests must be submitted and signed only by the person directly
8. Hearing of a protest: The referee will render decisions on all protests as soon as practical. If it is not possible to render an immediate decision, the race director may allow a protested rider or machine to compete under protest. In such cases, payment of all affected points and awards will be withheld pending a decision on the protest.
 - a. When a protest involves displacement or internal engine inspection, the protesting party may be present during the teardown, inspection, and be informed of all measurements. Both parties must remain on the premises until released by the race director.
 - b. Video evidence may be allowed at the discretion of the referee or CRA.
9. Effect of the decision of the race director
 - a. The protesting party must pay any legitimate expense to which the race director may be out as the result of a protest, and the race director may require a deposit from the protesting party sufficient to cover such expenses. If the protest is upheld, however, the protested party must reimburse such costs.
 - b. If a protest is decided in favor of the protesting party: The race director will refund the protest and teardown fees, and forward a written report to the CRA.

- c. If a protest is decided in favor of the protested party: The race director will forward the protest fee to the CRA along with a written report and the protested party will be entitled to teardown fees.
- d. The race director shall call, email or mail denial of protest to the protestor and submit protest funds along with a copy of original protest to the CRA in the same time period.

7.5.2: Appeals

1. Right of Appeal applies to:
 - a. Any person directly issued a penalty by a race official and/or the CRA, pursuant to the rules or policies of the CRA has the right to defend themselves, either in person or by proxy.
 - b. The CRA's process of administrative review provides Appeals: Items that may be appealed include the decision of a race official and/or the CRA on a protest resulting in the imposition of penalties.
2. Items which may not be appealed include:
 - a. Protestable items for which no protest was lodged.
 - b. Decisions of a race official and/or the CRA resulting in a penalty not directly imposed on the party requesting the appeal.
 - c. In general, appeals cannot be accepted related to matters for which no remedy is available or in which CRA has already rendered a decision.
 - d. While appealing a suspension, a rider may continue to compete in CRA events. However, this privilege may be denied if the suspension is related to an offense involving drugs or alcohol, for riding in such a manner as to endanger the life or limb of others or for fighting.
3. Procedure and time limit for appeal:
 - a. The time limit for filing a notice of appeal against a decision of the Referee is 5 business days of the ruling or incident under appeal.
 - b. To be admissible, the notice of appeal must be postmarked within the deadline.
 - c. The correct security deposit for appeal must be paid into the CRA within the deadline and the appellant must provide a brief of the appeal stating the facts and reasons for the appeal.
4. Lodging of an appeal:
 - a. All appeals must be in writing, accompanied by the appropriate fee and signed by the appellant.
 - b. The appeal must specifically state the date and location of the sanctioned meet, the elements of the matter being appealed and the grounds for the Appeal.
 - c. If the appeal was not lodged and/or the security deposit for appeal not paid within the deadlines specified, the CRA is entitled to declare the appeal inadmissible without hearing.
 - d. The appeal may be filed with the race director at the event or submitted to: CRA Racing, admin@race-cra.com.

- e. Security deposit for appeals: The amount of the security deposit, payable when lodging an appeal, will be: \$250) must accompany an appeal.
- 5. Time limits for appeal hearings: Appeal hearings will be convened within 30 days after the ruling or incident being appealed. The time and place will be set by the CRA.
- 6. Effect of an appeal: As soon as practical, CRA will convene an internal appeal review board to review all materials submitted and take one of four initial actions:
 - a. Rule in favor of the appealing party, take appropriate action and refund the filing fee.
 - b. If the matter appealed is a dispute between two parties, mediate the matter in an effort to reach an agreement between the parties; but failing to do so, convene an appeal board.
 - c. Convene an appeal board.
 - d. Deny the appeal.

SECTION 8: GENERAL TERMS AND CONDITIONS

8.1: Refund/Credit Policy

- Cancel your pre-entry in writing before the pre-entry deadline (Tuesday before scheduled race event and midnight before each scheduled race day): Full credit
- Cancel your pre-entry with cancellation request submitted before race day: Full credit minus \$50 administrative fee of \$50
- Pre-enter Saturday races OR Sunday races only and no show with no cancellation request submitted in writing before deadline: No credit.
- Pre-enter Saturday races AND Sunday races only and no show with no cancellation request submitted in writing before deadline: No credit.
- Pre-enter Saturday races and/or Sunday races only and participate in Saturday and/or Sunday Qualifying and practice and no show the races: No credit.
- Participated in Saturday and/or Sunday Qualifying and Practice: Credit, minus an administrative fee equal to first race entry, so long as the racer did not grid up and results show DNS.
- Cancel your race entry after grid spots have been issued: Full credit minus an administrative fee of \$30 per grid spot will be applied.
- Started race: No credit.
- Crashed or mechanical during race: No credit.
- No credit or refund will be available for any event held at WeatherTech Raceway Laguna Seca or The Podium Club due to limited number of ride spots. If cancellation is received 7 days prior to the event start date, refund will be provided.
- No credit if a CRA credit was used as a form of payment. If you used previous credits and request cancellation of any type, no refund and or secondary credit will be issued.

8.2: Race Cancellation

Due to events out of CRA control; an administrative fee equal to the amount of a first entry will be charged. For an incomplete event, riders will only be charged for the race run. If all of your races/practices were canceled for any reason, riders will be charged an administrative fee equal to the first entry fee.

8.3: LICENSE REFUNDS

A request for a license fee refund must be received in writing. A refund must be requested prior to the last scheduled race event of the year. To obtain a license fee refund, you must not have participated in any event and/or received the CRA member swag bag. The maximum refund allowable will be your license fee minus a \$45 administrative fee. Rider also relinquishes CRA race number.

8.4: CREDITS

If you are due a refund, a CRA credit will be issued internally within your MS Reg account that can be used any time within 1 year of receipt of credit.

8.5: NSF/DECLINED CARDS/FINES

Returned checks, outstanding credit card balances, and unpaid fines will result in suspension of your racing privileges and/or membership until all monies and/or fines have been paid.

Competition Supplemental:

400 Supersport / SuperBike

All 400 Supersport / Superbike Racers on Yamaha YZF-R3's.

The following balancing regulations have been updated: Round 1 2022 the following will apply:

-Yamaha YZF-R3 and YZF-R3A may be equipped with the GYTR engine kit **B7P-RACE3-19-00**.

Yamaha YZF-R3 and YZF-R3A with or without the GYTR engine kit may be equipped with an approved piston or Yamaha YZF-R3 and YZF-R3A may be equipped with an approved overbore kit.

Approved Pistons

Spears Enterprises High Compression Piston kit **SKU SP01-320**.

Contact Spears Enterprises at Spears Enterprises / Spears Racing World Headquarters to order

Approved Overbore Kit

Spears Enterprises 2mm overbore Piston kit **SKU SP12-320**.

Contact Spears Enterprises at Spears Enterprises / Spears Racing World Headquarters to order.

If Spears **SP12-320** approved Engine spec is used the following regulations will apply. I.

Either Original Velocity Stacks or Velocity stacks included in Spears kit **SKU SP12-320** Must be used.

(example; GYTR Velocity stacks would not be legal if engine kit **SKU SP12-320** is used) II. The camshaft(s) must be the originally fitted part with no modification allowed. (example; GYTR camshafts would not be legal if engine kit **SKU SP12-320** is used)