



2026

COMPETITION RULE BOOK

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RULE BOOK DISCLAIMER

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

FOREWORD

The Calgary Motorcycle Roadracing Association (CMRA) policies, rules and class structures promote a fair and equal level of competition as an overall goal. Compliance with these rules is the responsibility of each rider. Enforcement of these rules is the responsibility of CMRA designated Race Officials. The CMRA is an independent club and makes decisions based on fairness for all, and the well-being of the sport of motorcycle roadracing.

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

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

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

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

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

Calgary Motorcycle Roadracing Association Waiver and Release

Riders are required to sign this waiver when signing up for memberships and for each CMRA event. Failure to sign the waiver shall disqualify the Rider from participating in any CMRA event.

In consideration of being granted a competition membership and license and of being permitted to enter various events (each, an "event") sanctioned or promoted by the Calgary Motorcycle Roadracing Association (the "CMRA") [or: In consideration of being permitted to enter and participate in the racing event sanctioned or promoted by the Calgary Motorcycle Roadracing Association (the "CMRA") and being held between May 2026 to Sept 2026 (the "event")] I, the undersigned, for myself, my personal representatives, spouse, heirs, next of kin, executors, successors and assigns (collectively, the "Releasor") hereby release and forever discharge the CMRA and all officers, directors, officials, agents, servants and employees of the CMRA and all other persons, participants or organizations conducting or participating in the event (collectively the "Releasees") from and against all demands, claims, causes of action, proceedings, losses, damages, liabilities, costs and expenses (including legal fees and disbursements) of any nature whatsoever which may be made or suffered by the Releasor resulting from or related to any event (including while engaged in or preparing for competition or practice, or while entering or leaving the premises of the event, or whether occurring during the pre-event, event, or post-event activities and extending to use of any related facilities) from any cause whatsoever, whether caused or contributed to by the negligence of the Releasees or otherwise.

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

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

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

Date: _____

Name: _____ Signature: _____

Witness: _____
(please print)

Name of Parent: _____ Signature: _____

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

CHAPTER 1

RIDER REQUIREMENTS AND CLASSIFICATION

1.1 RIDER REQUIREMENTS

All Riders must meet the following requirements:

1.1.1 All Riders must have a current, valid, roadracing competition license either from the CMRA or another qualifying road racing organization.

1.1.2 Any individual that meets one or more of the following requirements may purchase a CMRA license: (See section 1.2 for additional Information)

- Completed and passed a CMRA or other recognized roadracing school.
- Holds a current, valid roadracing license from a recognized organization.
- Provide sufficient documented history of roadracing experience.

1.1.3 All CMRA Competition (Race) licenses must be obtained annually. Licenses expire each April 30 unless extended usage is approved by the CMRA.

1.1.4 CMRA Competition licenses are only issued to Riders 14 years of age or older. CMRA Restricted Competition licenses are available for Riders 12 years of age and older provided they meet the standards set out in section 5.11. Riders that are 12 years of age must follow and comply with the rules outlined in section 5.12. Any Rider under the legal age of majority in his/her home province/state must have filed a duly notarized form with signature of his/her parent or guardian, indicating consent to compete. If a Rider has not furnished this consent document, and cannot furnish proof of age (birth certificate, driver's license or passport), said Rider shall not be allowed to compete in CMRA events.

1.1.5 All riders, crew and relatives must purchase and display proper credentials and/or tickets at all CMRA events when in the pit area.

1.1.6 It is the rider's responsibility to inform the CMRA of any physical or medical condition, or injury, that might prevent the safe control of a motorcycle under race conditions, or that could be worsened by virtue of competition in a CMRA event. Any such Rider should be prepared to submit a doctor's note stating that they are fit to compete (see section 1.1.9)

1.1.7 It is the rider's responsibility to inform the CMRA they have basic medical coverage in effect during any CMRA event. The CMRA recommends additional medical coverage to ensure any other medical services do not cause the Rider financial hardship.

1.1.8 Sportsmanship and fair play serves as the guiding concept in CMRA events at all times. The CMRA Referee and when necessary, the Race Director, have complete control of all areas covered by these guidelines.

1.1.9 A Rider who crashes at any time during racing or practice must a) report to the ambulance crew for a medical checkup, and b) have their motorcycle inspected at technical inspection before entering their next event. The crashed Rider may first finish the race in which they are participating providing they can do so safely. **NOTE:** A maximum of three incidents are allowed before mandatory retirement for the day. To be enforced by any Race Official.

1.1.9 At all times, the event medical staff has the ability to deem any Rider "unfit to compete" based on their evaluation of the riders' medical or physical condition. The decisions of medical staff are final.

1.2 RIDER CLASSIFICATION

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

1.2.1 Novice classification refers to Riders who have met the basic requirements as outlined in 1.1. The CMRA may issue a Novice license to new riders. Novice Riders are allowed to participate in practice sessions and Novice races.

To be eligible for promotion to Amateur, a Novice Rider must complete four Novice races without incident (no crashing, riding too slow, or interfering with other Novice riders) and then pass a check out session with a CMRA Instructor.

Note: Novice races from other clubs will be taken into consideration, but advancement from Novice to Amateur classification is at the sole discretion of the CMRA.

The CMRA Head Instructor or their designate will determine which Novice Riders will be promoted to Amateur status.

1.2.2 Amateur classification refers to Riders who are ready to compete in races with the CMRA and at the Amateur level at other race organizations. Amateur Riders may compete in no more than five classes during any race meet.

1.2.3 Riders are promoted to Expert status after demonstrating superior ability at the Amateur level. Promotion from Amateur to Expert classification is determined by evaluating the Rider versus their peers on similar equipment to determine if they are worthy of promotion to Expert status. Currently CMRA does not advance Riders to Expert status because of the short duration of our series. This will change as the series expands.

1.2.4 Riders are evaluated for classification advancement at the end of the season. Under special circumstances, Riders may request to be advanced mid-season. Riders who are given a mandatory advancement are informed in writing by the CMRA. Any Rider slated for mandatory advancement may appeal their case in writing to the CMRA.

Any Rider may apply for classification advancement by presenting their case to the CMRA for review. A Rider who has been granted Amateur status on appeal, but demonstrates superior ability mid-season, may be promoted mid-season. All decisions made by the CMRA regarding promotion or status of a Rider are final.

1.2.5 Any Rider who has not raced in two to five years may be required to pass a Race Checkout Session to determine suitability for racing and Rider status.

1.2.6 Any Amateur level Rider who has not raced for five years or more must pass a recognized race school to compete. Any Expert level Rider who has not raced for five years or more may be asked to pass a check out session or recognized race school to compete.

1.2.7 The CMRA considers a valid road racing school certificate valid for a period of two years from the date of completion of the school. All school certificates are considered void by the CMRA if a Rider does not compete in a sanctioned road racing event within two years of completing a recognized road racing school.

1.2.8 All new Riders wishing to compete at a CMRA event must present suitable documentation proving attendance at a recognized road racing school or previous road racing experience. Any Rider holding a non-CMRA road racing license or road racing school certificate may be required to complete a checkout session.

1.3 NUMBER REQUIREMENTS

1.3.1 Each year Riders must apply for CMRA competition numbers (the number that appears on their number plates) for the upcoming season. CMRA competition numbers are secured each year by purchasing a CMRA competition license.

Existing CMRA riders, who pay their CMRA competition license fee on or before the CMRA annual general meeting (AGM), may retain their previous year's number. Competition numbers used the previous season that come available after the CMRA AGM are assigned based on the payment date of the annual CMRA competition license. Unassigned competition numbers will be allocated also on the date of payment of the annual CMRA competition license.

A list of competition numbers exists on the CMRA website and can be assigned through your personal rider's account at www.motorsportreg.com.

1.3.2 Priority is given with the aim of keeping all CMRA competition numbers as low as possible (one or two digits) to keep scoring and bookkeeping simple.

1.3.3 Refer to section 5.2.19 for details about number plates.

1.3.4 CMRA license holders may not, for any reason, ride a race motorcycle on the street if it is equipped with active competition racing number plates and/or competition numbers. (Exception for factory "race replicas" or other non-competitive replicas).

1.3.5 As a courtesy, the CMRA may, at its sole discretion, allow Riders to use a motorcycle with different race numbers than their own. It is up to that Rider to inform the pre-grid marshal at least 15 minutes prior to the event that they have changed numbers. Failure to follow this rule may result in the rider's grid position, points and standings being assessed incorrectly.

1.3.6 Each year, the CMRA has an overall Expert Champion, who becomes the CMRA Number One Plate Holder. This title (CMRA PRO No.1) is awarded to the Expert Open Superbike Championship Title winner. This Rider may then use a BLACK No.1 in all CMRA sanctioned events during the following season. At the conclusion of their reign, the Rider may use the competition number previously held and retain it for the following season as long as they have paid for their license before the next AGM.

1.3.7 Each year, the CMRA has an overall Club Champion. The Club Champion is the Rider who accumulates the highest total number of combined points (in a maximum of five (5) classes) during the current season. This Rider then uses a BLUE No.1 number plate in all CMRA sanctioned events during the following season. At the conclusion of their reign, the Rider may use the competition number previously held and retain it for the following season as long as they have paid for their license before the next AGM.

1.3.8 The Club Champion cannot wear the BLUE No.1 number plate for two consecutive seasons.

1.4 Medical Data Carrier

Each Rider shall carry Medical Data in an easily accessible pocket in the leathers or in a helmet mounted Medical Data Carrier. Confirm with Tech which is required.

1.5 Electronic Timing/Monitoring Devices

Two electronic monitoring devices are required:

- 1) A GPS Based transponder for on-track safety and monitoring by Rocky Mountain Motorsports (RMM).
- 2) A MyLaps transponder for timing and scoring.

Both devices are available for rent, but MyLaps rentals may be limited.

CHAPTER 2

RACE RULES AND PROCEDURES

2.1 GENERAL

2.1.1 Every club member, promoter, rider, and all other persons participating in or in any way connected with any CMRA race meet, is bound by the following Rules of Competition.

2.1.2 Any supplementary regulations established by the CMRA for the purpose of implementing, interpreting, and enforcing these competition rules are deemed to be part of the rules. Supplementary regulations may be disseminated via the CMRA website at www.roadracing.org, in a supplement to the RaceDay handout given on race weekend or announced at the mandatory rider's meeting held each day of each race weekend.

2.2 PIT / PADDOCK REGULATIONS

2.2.1 All motorcycles must remain in the pit or paddock area except when being raced or tested in designated areas.

2.2.2 Riding of competition motorcycles, other than on the racetrack or designated test area at any speed above the paddock limit of 10 km/h is strongly discouraged and may result in sanctions.

2.2.3 When a Rider or mechanic is riding or testing any motorcycle in a designated test area, that person must be dressed appropriately (pants, shirt, and full toed shoes – no sandals) and must be wearing a motorcycle helmet.

2.2.4 Any operation of any vehicle in the paddock must be at a slow, safe speed (10km/h). Inappropriate use of ANY vehicle in the paddock by any rider, their crew or guests may result in sanctions or ejection from the facility.

2.2.5 Rocky Mountain Motorsports (RMM) rules must be followed.

2.2.6 Smoking is not allowed in the pits, pre-grid, signal areas, or other restricted areas.

2.2.7 Refueling is not allowed outside the paddock area other than during endurance events or as specified by the race officials as outlined at the Riders meeting.

2.2.8 Class ABC fire extinguishers are required to be visible in each rider's pit area and are required to be present during refueling.

2.3 SIGN IN

Each Rider must check in with registration, complete all necessary registration forms, and pay all applicable fees to enter the racetrack for practice or racing in each of the classes that they wish to compete in during the event.

2.4 RIDER'S MEETINGS

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

2.5 TECHNICAL INSPECTIONS

2.5.1 Technical inspections of motorcycles, helmets, and riding apparel are required prior to allowing Riders on the track for practice or racing.

2.5.2 All Riders must sign in at Registration before going to Tech Inspection.

2.5.3 Only motorcycles that pass technical inspection are allowed on the racetrack.

2.5.4 Race Officials may at any time recall a motorcycle, equipment or riding apparel for further inspection.

2.5.5 All motorcycles, equipment, and riding apparel involved in a crash must again pass technical inspection before they are allowed on the racetrack.

2.5.6 Technical Inspection stickers must be placed on the bike by the technical inspectors only. No stickers from previous events may remain on, under, or near the current Technical Inspection sticker for that event/weekend.

2.5.7 Bodywork lowers must be removed during technical inspection.

2.6 ON TRACK REGULATIONS

2.6.1 No Rider shall, at any time, ride in such a manner as to cause injury or endanger life or limb of other riders, officials or the public. Dangerous and/or erratic riding (including weaving/obstructing) and/or multiple crashes may result in positional penalties, disqualification, suspension of practice or racing by the race officials. Further sanctions, including suspension, may be taken by the CMRA against Riders who ride in a dangerous/erratic/crash prone manner. Stunt wheelies, stoppies and burnouts are prohibited in all areas of the facility and may result in suspension or other sanctions against the Rider.

2.6.2 No one, except Riders officially entered, may ride, practice or test on the racetrack or paddock areas for the duration of the meet. Unofficial trials or testing on the day of the race meet are prohibited.

2.6.3 Under no circumstance is any person at any time permitted to ride a machine in the wrong direction of the track, unless under the express permission of appropriate Race Officials.

2.6.4 During a race, a motorcycle may be worked on in the pit lane area only by the Rider and/or crew. On certain occasions, during a red flag incident, the Riders shall be directed to the paddock area where they may refuel, repair or work on the motorcycle. It is the Riders' obligation to meet the required re-entry time as indicated by the blowing of horns. If the Rider and machine are unable to make the re-start, the Rider shall be classified as DNF for the race.

2.6.5 A Rider may make repairs during a race, without assistance, in a safe area off the racetrack.

2.6.6 Any form of outside assistance on the course is forbidden except when the assistance is given by the officials placed by the Referee for the purpose of safety.

2.6.7 Radio communication with Riders is only allowed during practices and endurance races.

2.6.8 A Rider leaving the course may only continue the race by safely re-entering the course from the closest point to where that Rider left the course without gaining an advantage. The Rider must re-enter the course under the directions of the corner marshals if they are present in the area where the run-off occurred. It is the duty of the Race Official(s) or his designee to make the determination as to whether a Rider gained any advantage by leaving the racetrack and re-entering.

2.6.9 Any Rider exiting the track during a race is considered retired from the race unless under specific instructions from a race official (such as during a long delay red flag procedure).

2.6.10 There is no refueling during any sprint races except in the paddock area if directed during a red flag incident.

2.7 QUALIFYING

2.7.1 Qualifying for races is determined on Practice Day. A Rider's best lap time during practice determines their starting grid position.

2.7.2 If a Rider does not establish a qualifying time during practice (for example, missing practice day or a faulty transponder), the Rider will be gridded at the back of the field, in the order they registered. For example, if the Rider registered for the race January 1st (and they fail to get a qualifying time during practice), they will grid ahead of a Rider who registered for the race on January 2nd.

2.7.3 Riders must ensure their transponders are working properly. If a Rider's transponder isn't working and they fail to achieve a qualifying time, the Rider will be placed at the back of the grid, behind the Riders with valid times.

2.7.4 The Rider's best qualifying time applies to all the races in which the Rider participates. Individual races do not have separate qualifying times.

2.7.5 In the event a Rider has more than one motorcycle, each motorcycle must have its own transponder. This prevents a Rider from using one motorcycle for qualifying in a different class in which the Rider will be riding a different motorcycle (for example, you cannot qualify on a Superbike and then use the Superbike Qualifying time for a grid position in a Lightweight Sportbike race).

2.8 PRE-GRID, GRIDDING AND START PROCEDURES

2.8.1 Pre-Grid is located at the racetrack entrance.

2.8.2 Grid sheets are posted in the paddock close to pre-grid indicating row and position of each Rider. It is the Rider's responsibility to notify race officials if there is an error in the grid sheet within 20 minutes of the final grid sheets being posted, usually at 10:00 a.m. on race day.

2.8.3 The official start/finish line and other grid positions for starting positions are plainly marked on the racetrack surface.

2.8.4 Each Rider must know and to report to their correct grid position. Riders found in the wrong grid position may be assessed a penalty, especially if the grid position is in advance of their originally assigned grid position.

2.8.5 Follow the instructions of the Grid Marshals. If there are empty spots on the grid, the Riders may be asked to move to a position father forward on the grid.

2.8.6 A first warning (the five-minute warning) for each race is indicated using a board and/or FM radio announcement. Every effort is made to signal the five-minute warning five minutes before the gates are opened for the Riders to enter the track for their warmup laps. However, the five-minute warning is often given before the end of a race and crashes or other on track incidents may delay access to the racetrack.

2.8.7 A two-minute warning is indicated using a board or FM radio announcement when the Race Officials feel confident that the gates can be opened in the next two minutes.

2.8.8 Every attempt is made to open the gates for the warmup lap(s) at the completion of the two minutes. Delays should only occur in extraordinary circumstances primarily for safety reasons.

2.8.9 The Pre-Grid Marshal controls entry to the racetrack from the pre-grid and pit area, and waves Riders on to the track for their warmup lap as directed by the starter. The Pre-Grid Marshal shall allow Riders to enter the track for the warm-up lap up until the point the first Riders on the track have passed corner 13.

2.8.10 Once the gate is closed, no more Riders shall enter the track and the Riders shall miss that race.

2.8.11 The Starter controls gate closure and any inclusion of Riders and placement of motorcycles on the grid. The Starter may designate an official as their assistant who can deal with any issues at track level especially in races with large grids. The Starter holds a red flag at the start/finish line to indicate final gridding. As a final warning, the Starter leaves the track surface and move to the Starter's position.

2.8.12 Should a Rider have a problem once on the start grid, the Rider must wave his/her arm above their head to get the Starter's attention. If the problem cannot be resolved immediately the Rider is given time to remove the motorcycle from the grid and can then join the race once the field has left the grid. Once a full lap has been completed by the leading Rider on the track, the Rider who has the problem at the start line may not join the race and must wait safely at the side of the track for the end of the race to be picked up.

2.8.13 Riders who are not properly staged at the start may be assessed a penalty. That penalty may be a stop and go penalty in pit lane or a loss of positions(s) at the conclusion of the race. A Rider is considered staged when the front wheel is on the designated grid line. A Rider is assessed a jump start penalty if the front wheel crosses the designated grid line prior to the start flag being dropped. See section 7.4.5 for specifics on jump start penalty.

2.8.14 Starts may be divided and started in separate groups or "waves". Time interval between waves is determined by the Starter or the Clerk of the Course. The start sequence is displayed separately for each wave. Riders in the second "wave" must have their left arm in the air while the first wave is started.

Once the first wave starts, the Starter will resume the start sequence again and signal the second wave start. Once the first group has started, if it is necessary to abort the start of the remaining group(s), the red flag is displayed immediately and there is a complete restart.

2.9 RACE STOP AND RESTART PROCEDURES

2.9.1 When a race stops with fewer than two laps completed, all Riders may re-start. The race re-starts with the original starting grid order and runs for its full number of laps (time permitting). A race lap is "completed" when all Riders in that lap have crossed the start/finish line (lapped Riders are excluded).

2.9.2 Race Official(s) will determine which Rider(s) caused any incident that leads to a red flag. If the Race Official(s) identify the Rider(s) responsible for stopping the race, the first Rider involved is gridded last on the restart, the next Rider 2nd last, etc. This rule applies to all re-starts.

2.9.3 When a race is stopped with more than two laps, but less than 50% of the total laps completed, the field is re-gridded for the restart.

2.9.4 When a race is stopped in which more than 50% but less than 80% of the total laps have been completed, the race may be considered complete or incomplete by Race Officials. If the race is considered incomplete, it will be re-started.

2.9.5 When a race is stopped in which 80% or more of the total laps have been completed, the race is considered complete and there is no restart.

2.9.6 Re-start grids and/or finishing order are determined as follows:

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

For example, in a 6 lap race: If the red flag is raised when the race leader has completed 4 laps and is on his/her 5th lap, but not all of the other non-lapped Riders have completed their 5th lap, the placings will be those held at the end of the 4th lap. If the red flag is displayed when the race leader and all non-lapped Riders have completed 5 laps and are on their 6th lap, the re-grid placings will be those held at the end of the 5th lap.

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

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

2.89.7 If there is no restart, Rider(s) deemed responsible by the Race Official(s) for the race-ending incident may be placed in the results at the end of their respective laps using the re-gridding method described previously.

2.10 RACE FINISHES

2.10.1 A race officially ends for all contestants when the final Rider completes the lap on which the winner was shown the checkered flag. If a race is ended by a red flag, the rules listed in section 2.9 take precedence.

2.10.2 Should the checkered flag be displayed later than the official distance, the winner is decided on the basis of the official distance. Under any other circumstances, the winner is the leader at the time the checkered flag is displayed.

2.10.3 Should a Rider be shown the checkered flag ahead of the actual winner, or with the winners, the Rider is scored as having completed the race in the race position the Rider was running at that time.

2.11 OFFICIAL RACE RESULTS AND CLAIM TIME

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

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

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

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

CHAPTER 3

OFFICIAL FLAGS

At RMM all flagging is performed using the monitors located around the track. It is each Rider's responsibility to understand, be aware of and obey the following flags.

A video of the flagging procedures is available online which describes the flags at RMM. It can also be viewed in the clubhouse.

3.1 OPERATIONAL FLAGS

Canadian Flag Indicates the start of the race.

Checkered Flag Indicates end of race or practice session. Proceed around course to the designated track exit.

Red Flag The race or practice session has been stopped. Reduce speed, proceed safely to the next trackside monitor, and stop on the right hand side of the track. Do not move again until specifically instructed to do so by a race official. Exiting the track unless directed by an official results in immediate disqualification.

Black Flag Indicates a problem with your motorcycle or a disqualification. A black flag displays on the track side monitors and will follow the Rider around the track, with the Rider's number displaying on the monitor. If this happens to you:

- Carefully reduce speed and stop at the first safe location off the racetrack if you have a mechanical problem, or proceed safely to pit lane, and report to the Starter, Assistant Starter, or Referee.
- Riders are not permitted to return to the racetrack unless cleared by the Referee, Starter, or Pit Lane Marshal.

3.2 WARNING FLAGS

Yellow Flag with Red Stripes Indicates debris, fluid or a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution.

Stationary Yellow Flag Indicates a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution.

Waving Yellow Flag * Indicates serious hazards on or near the track. Proceed with caution. No passing allowed from the flag stations displaying the waving yellow flag until the Rider is beyond the incident.

Stationary White Flag Indicates an ambulance or other safety vehicle is on the racetrack. Passing is allowed. Exercise caution.

Waving White Flag * Indicates an ambulance or vehicle is immediately ahead. Passing is not allowed until the Rider is beyond the vehicle. Reduce speed and exercise extreme caution when passing.

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

3.3 COURTESY FLAGS

Green Flag	Indicates clear track conditions.
Furled Blue and Green Crossed	Indicates 1/2 total race distance.
Blue and White Flag	Indicates 1 lap remaining in the race.

CHAPTER 4

RIDER APPAREL

Riders must wear the following apparel in all events. Rider apparel must pass technical inspection.

4.1 Helmet

- 4.1.1 Helmets must be certified by the manufacturer and have a sticker affixed stating it meets or exceeds the SNELL 2015/2020 D/R, B.S.I6658 Type A, JIS8133.2007, E.C.E. 22.05P or FIM FRHPhe-01 Standards. All Riders are encouraged to have their helmets replaced within five years of purchase period as recommended by the helmet manufacturers. Helmets will be inspected for proper fit at technical inspection.
- 4.1.2 All helmets must be undamaged. Technical Inspection may disqualify helmets damaged during a crash.
- 4.1.3 All helmets must be full face helmets. Hinged (modular) helmets are prohibited.
- 4.1.4 Visors must be closed on the helmet during any practice or race session.

4.2 Riding Suit, Boots and Gloves

- 4.2.1 Racing suits must be made of leather.
- 4.2.2 Racing suits must be one-piece or, if two-piece racing suit is worn the jacket and trouser sections must be securely fastened together with a zipper. One-piece motorcycle race suits with removable knee slider pucks are highly recommended.
- 4.2.3 Sparking knee sliders are prohibited.
- 4.2.4 If the suit is not equipped with a hard plastic back protector, the Rider must wear a suitable back protector under the riding suit.
- 4.2.5 Proper motorcycle gloves made of leather must be worn. Gloves using a combination of nylon and leather are acceptable if leather protects the fingers and palms.
- 4.2.6 Boots must come up at least eight inches (20cm) in height. Proper motorcycle race boots are recommended.
- 4.2.7 Keep a copy of your CMRA competition license with appropriate medical and contact information in the pocket of your leathers whenever you are on the track. The information on the license is important to identify you to rescue personnel (for example if a Rider has switched bikes).

CHAPTER 5

COMPETITION CATEGORIES AND EQUIPMENT STANDARDS

5.1 Competition Categories

Competition categories are defined in Sections 5.4 and 5.5. CMRA reserves the right to add or drop classes based on the number of registered Riders.

5.2 Equipment Standards – General

All motorcycles must meet the following requirements. See additional restrictions and requirements under each competition category.

See **Appendix B** for lock wiring instructions.

5.2.1 Approval of Superbikes

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

5.2.2 Approval of Sportbike Motorcycles

5.2.2.1

Sportbike racing class machines must be standard models in legal road trim as catalogued by the original equipment manufacturers and sold to the general public in Canada or the U.S.A. for street use and available from all authorized dealers.

5.2.2.2

A minimum of twenty (20) units of a particular street-legal motorcycle model must be imported by the Japanese manufacturer or appointed distributor, in the given model year, for that machine to be legal for Sportbike class racing.

5.2.2.3

Non-Japanese manufactured motorcycles must have a minimum of five (5) units of a particular street-legal motorcycle model imported by the manufacturer or appointed distributor, in the given model year, for that machine to be legal for Sportbike class racing.

5.2.2.4

The machinery may not be a modification of a model produced by the original engine and frame manufacturer nor be equipped with any speed kits, whether supplied by the original manufacturer or not, unless supplied complete and in showroom form by the original manufacturer.

5.2.3 Approval of Endurance Motorcycles

All Endurance machinery must follow the rules outlined above for Superbike.

5.2.4 Safety

5.2.4.1

Where the rules permit or require components of equipment to be installed, replaced, altered, or fabricated, it is the sole responsibility of the Rider to select components, materials, and/or fabricate the same so that the motorcycle components will perform in competition with safety.

5.2.4.2

Any component of a motorcycle that the Chief Technical Inspector deems necessary for safe operation must be securely mounted, in proper working order, and structurally sound.

5.2.5 Fuel Requirements

5.2.5.1

All motorcycles must use petroleum-based gasoline.

5.2.5.2

Specific gravity must fall within the range **0.700 – 0.775 at 60°F**.

5.2.5.3

Nitrogen additives are prohibited.

5.2.5.4

Aftermarket oxygen-bearing additives are prohibited.
(i.e. Propylene Oxide is strictly prohibited.)

5.2.5.5

Lubrication or knock-suppression additives are permitted, provided the resulting mixture meets the specific gravity requirements.

5.2.5.6

Fuel samples may be taken from a Rider's fuel tank at the discretion of the Chief Technical Inspector or the Referee.

5.2.6 Street Equipment

5.2.6.1

Turn signals, mirrors, and headlight glass parts must be removed.

5.2.6.2

Tail-light/brake light must be removed or disabled. Tail light lenses may be retained but must be taped over.

5.2.6.3

Horn must be removed or disabled.

5.2.6.4

Fiberglass bodywork that replaces street bodywork and is specifically designed for motorcycle racing applications is highly recommended.

5.2.7 Engines

5.2.7.1

Engine displacements are listed under class requirements.

5.2.7.2 Engine Displacement Measurement

- Displacement = $B \times B \times 0.7854 \times H \times N$
- B = Cylinder bore
- H = Stroke
- N = Number of cylinders
- If bore and stroke are in millimeters, divide the end product by **1,000** to convert to cubic centimeters (cc).
- If bore and stroke are in inches, multiply the end product by **16.387** to convert to cubic centimeters (cc).

5.2.7.3

Coolant must not contain ethylene glycol or propylene glycol. Only water or water with an additive such as Water Wetter may be used.

5.2.7.4

Primary drive must be completely enclosed by a cover or guard.

5.2.7.5

Supercharging and turbocharging are prohibited except in Sportsman.

5.2.7.6

A maximum of six (6) gearbox speeds are allowed.

5.2.7.7

Engine case guards are mandatory.

5.2.8 Fluid Containment

5.2.8.1

Safety wire all drain plugs and filler caps (except fuel cap).

5.2.8.2

Safety wire all oil filter bolts. Safety wire or clamp (metal clamp only) all oil filter cans so the filter cannot turn.

5.2.8.3

Liquid-retaining belly pans are required. Route all vent, breather, and overflow tubes from the engine, transmission, or radiator into a heat-resistant catch can of at least 350cc capacity, or into a liquid-tight belly pan or the air box. If the air box is used, drains must be routed into a catch can or removed and the box sealed.

5.2.8.4

Oil lines containing positive pressure, if altered, must be steel-braided with properly attached end fittings. Hose clamps, tie-wraps, or safety wire are not acceptable.

5.2.8.5

Other fluid or breather tubes must be securely attached.

5.2.8.6

Oil coolers must be securely mounted in a protected area.

5.2.8.7

All engine cases must be in good condition and retain all fluids. Riders must ensure adequate protection to prevent fluid leakage during a crash. The Technical Inspector may require repairs or replacements prior to track access.

5.2.9 Exhaust System

5.2.9.1

Exhaust pipes and mufflers must be securely attached and bolted to the frame.

5.2.9.2

The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire.

5.2.9.3

The inside of the exhaust discharge end must be a maximum of 127mm from the outside edge of the tire or frame.

5.2.9.4

Un-baffled or open exhaust systems are prohibited. All motorcycles must pass RMM sound inspection.

5.2.10 Frame

5.2.10.1

Cracked or broken frames are prohibited.

5.2.10.2

All stands must be removed.

5.2.10.3

A Shark Guard® or similar device is mandatory unless mounting is impractical.

5.2.11 Handlebars and Controls

5.2.11.1

No cracked or broken handlebars permitted.

5.2.11.2

Control levers must have a minimum 12mm (0.5 inch) diameter ball end.

5.2.11.3

A functional mechanical kill device or ignition cut-off switch must be mounted on the handlebar within reach.

5.2.11.4

Front brake lever bolts must be secured with silicone, safety wire, or a castellated nut with cotter pin.

5.2.11.5

Front brake lever guards are mandatory.

5.2.12 Footrests

Footrests must present no cutting hazard and have a non-slip surface.

5.2.13 Forks

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

5.2.14 Brakes

5.2.14.1

Operational front and rear brakes are required. Safety wire all brake mounting bolts.

5.2.14.2

Apply silicone to all brake banjo bolts.

5.2.14.3

Brake lever guards are mandatory.

5.2.15 Fenders

Front fenders are required and must provide adequate tire clearance.

5.2.16 Fuel Tank

Only one fuel tank is allowed. Vent lines must prevent fuel escape.

5.2.17 Tires

5.2.17.1

Dirt application tires are prohibited.

5.2.17.2

Tires must be in good condition at technical inspection.

5.2.17.3

Metal valve caps are required.

5.2.18 Bodywork

5.2.18.1

All bodywork must be securely fastened.

5.2.18.2

Adequate access must be available for technical inspection.

5.2.18.3

Removal of lowers is required for inspection.

5.2.19 Number Plates

5.2.19.1

White backgrounds must be present on front and both sides.

5.2.19.2

Amateur and Novice numbers must be red.

5.2.19.3

Expert numbers must be black.

5.2.19.4

No advertising is permitted on number plates, machine brand excepted

5.2.20 Motorcycle Appearance and Crash Damage Repair

5.2.20.1

Motorcycles must present a neat and clean appearance.

5.2.20.2

Crash-damaged motorcycles must pass technical inspection before returning to competition.

5.3 Horsepower Limits

CMRA no longer enforces horsepower limits. Motorcycle eligibility for each class is based on engine type and displacement as specified under class requirements.

5.4 Supersport Equipment (SS)

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

Sportbike motorcycles may be updated or backdated with production OEM parts from other model years of the same manufacturer and model line, limited to:

- Internal engine components
- Final drive
- Wheels
- Suspension
- Brakes

5.4.1 Brakes and Wheels

- OEM brake systems and wheels required
- OEM 18" wheels may be replaced with OEM 17" wheels
- Aftermarket brake pads, brake lines, and front brake master cylinder are permitted
- Aftermarket front brake rotors permitted (OEM diameter only)
- Brake caliper mounts/hangers (front and rear) must remain OEM

5.4.2 Forks

- Original forks required
- Internal components and springs may be changed
- Steering damper recommended
- Fork brace permitted

5.4.3 Swingarm

- Original swingarm and rear shock linkage required
- Rear shock may be modified or replaced

5.4.4 Frame

- Original frame required
- Unnecessary brackets may be removed
- Strengthening gussets permitted

5.4.5 Bodywork / Appearance

- Aftermarket OEM-style bodywork and fairing mounts permitted
- Stock fuel tank required
- Front fender required
- Fairing silhouette must resemble OEM
- Aftermarket clip-ons, rearsets, controls, and fasteners permitted
- Tail section may be enlarged for legal number plates
- Organizers may require number plates for small or non-standard tail sections

5.4.6 Engine

- Engine modifications unlimited except as noted
- Stock engine cases, cylinders, and cylinder heads required (modifications permitted)
- Stock carburetor bodies or fuel injection systems required
- Internal components and fuel management may be modified or replaced
- Airbox required
 - Stock airbox not required
 - Air filter not required
 - Larger airbox permitted
- Stock fuel tank and mounting location required
- Ram-air systems must match OEM exactly
- Aftermarket exhaust permitted
 - Must be baffled
 - Must comply with RMM noise limits
- Mechanical quick shifters permitted
- Clutch actuation may be converted to racing “kit” type

5.4.7 Tires

- Slick or DOT-approved tires permitted

5.5 Open Superbike Equipment (SB)

5.5.1 Superbike Classes (ULW-SB, LWSB, MWSB, HWSB)

Motorcycles competing in Superbike classes are fully open modification machines and must comply with CMRA safety inspection requirements.

Permitted modifications include, but are not limited to:

- Internal engine modifications
- Aftermarket suspension components
- Aftermarket brake systems
- Aftermarket electronics
- Aftermarket bodywork

5.6 Rider Eligibility for Displacement-Based Classes

Eligibility to compete in each displacement group is determined by Rider license level (Novice, Amateur, Expert) and machine preparation.

5.6.1 Novice Riders

Novice Riders may only compete in designated Novice races.

After successfully completing four Novice races (with no crashes), a Novice Rider may request a check-out session (conducted by a designated CMRA-approved Expert Rider) and request a promotion to Amateur Rider status.

5.6.2 Amateur Riders

Amateur Riders may enter all classes appropriate to their machine displacement, provided their equipment meets class rules, including:

- All Ultra-Lightweight classes
- All Lightweight classes
- Amateur Middleweight Supersport & Superbike
- Amateur Heavyweight Supersport & Superbike

5.6.3 Expert Riders

Expert Riders may enter any displacement class for which they have a legal and eligible machine.

- Heavyweight Superbike is the premier class and determines the CMRA #1 Plate holder

5.7 Competition Classes by Machine Modification

To ensure clarity and consistency for racers across all North American clubs, CMRA motorcycle race classes are organized into four displacement-based groups. Each group includes Superbike and Supersport categories depending on level of machine modification.

The four primary displacement groups are:

5.7.1 Heavyweight Classes (HWSS / HWSB)

Heavyweight classes are for motorcycles based on 1000cc and larger platforms, including four-cylinder, three-cylinder, and high-displacement twin engines.

Eligible motorcycles (examples):

- 1000–1200cc inline-4 (GSX-R1000, R1, CBR1000RR, ZX-10R, Panigale V4)
- 900–1100cc inline-3 (MT-10, Speed Triple)
- 955–1300cc twin-cylinder engines (Panigale V2, KTM 1290)

Class types:

- Heavyweight Superbike (HWSB) – maximum modifications permitted
- Heavyweight Supersport (HWSS) – limited-modification version
-

5.7.2 Middleweight Classes (MWSS / MWSB)

Middleweight classes include motorcycles traditionally identified as “600 class” along with equivalent competitive displacements.

Eligible motorcycles (examples):

- 600cc inline-4 (R6, ZX-6R, GSX-R600, CBR600RR)
- 750cc inline-4 (stock gearing, no engine modification permitted)
- 848cc V-twin supersport (Ducati 848)
- 900cc inline-3 (Yamaha 890, no engine modification permitted)

Class types:

- Middleweight Superbike (MWSB) – expanded modification allowances
- Middleweight Supersport (MWSS) – supersport-style, limited modifications
-

5.7.3 Lightweight Classes (LWSS / LWSB / LWGP)

Lightweight classes include mid-displacement twin-cylinder motorcycles and are scored as combined Amateur/Expert.

Eligible motorcycles (examples):

- 650cc twins (SV650, Ninja 650)
- 660cc sport twins (RS660, R7)
- 400cc inline-4 (Zx4RR)
- LWGP 250cc two stroke-(Rs250, Tz250)
- 400–450cc singles and twins where permitted
- Legacy lightweight platforms meeting power-to-weight standards

Class types:

- Lightweight Superbike (LWSB) – full modification allowed
- Lightweight Supersport (LWSS) – limited modifications
- Lightweight GP (LWGP) – prototype-style lightweights
-

5.7.4 Ultra-Lightweight Classes (ULW-SS / ULW-SB)

Ultra-Lightweight classes are intended for small-displacement production-based motorcycles and are scored as combined Amateur/Expert.

Eligible motorcycles (examples):

- 300–400cc production twins (Ninja 400, Ninja 300, YZF-R3, equivalent)
- 250–400cc singles
- Small-bore motorcycles meeting displacement equivalency

Class types:

- Ultra-Lightweight Sportbike (ULW-SS) – near-stock production class
- Ultra-Lightweight Superbike (ULW-SB) – modified or higher-tuned versions

5.8 Specialty and Invitational Classes

5.8.1 Formula 112

- Open to Amateur and Expert riders
- No external timing devices permitted
- Any Rider recording a lap faster than 112% of the cut-off time will be disqualified, including prior races
- Disqualified Riders may not re-enter the class for the remainder of the season
- Cut-off time at RMM: 1:54.02, based on lap record 1:41.8
- Cut-off time is fixed for the season
- Motorcycles must comply with **5.5.1 Open Superbike Equipment**

5.8.2 Sportsman

- Open to Amateur and Expert riders
- Chassis and engine cases must be 10 years old or more
- Must comply with **5.5.1 Open Superbike Equipment**

5.8.3 Senior Open

- Open to Amateur and Expert riders
- Riders must be 35 years of age or older
- Must comply with **5.5.1 Open Superbike Equipment**

5.8.4 Open Thunder

- Open to Amateur and Expert riders
- Maximum three cylinders; V4 permitted
- Unlimited displacement
- Must comply with **5.5.1 Open Superbike Equipment**

5.8.5 Middleweight Twins (WCCS Middleweight Thunder)

- Liquid-cooled twins up to 790cc
- Two-valve air-cooled twins up to 1000cc
- Single-cylinder motorcycles: unlimited displacement
- Must comply with **5.5.1 Open Superbike Equipment**

5.8.6 Novice Open

- Open to Novice Riders only
- Unlimited displacement or type
- Must comply with **5.5.1 Open Superbike Equipment**

5.8.7 Women's Open

- Open to women 16 years of age or older
- Amateur and Expert Riders eligible
- Must comply with **5.5.1 Open Superbike Equipment**

5.8.8 Formula Chinook

- Open to Amateur and Expert riders
- Restricted to Riders qualifying faster than the Formula 112 cut-off
- Cash payout to top five finishers when class sponsor is available and announced
- Must comply with **5.5.1 Open Superbike Equipment**

5.8.9 Formula II

- Open to Amateur and Expert riders

- Motorcycles with three or more cylinders: up to 420cc
- Two-cylinder motorcycles: up to 699cc
- Single-cylinder motorcycles: unlimited displacement
- Must comply with **5.5.1 Open Superbike Equipment**

5.8.10 Veterans

- Rider must be 40 years of age or older on race day
- Any street-based or dirt-bike–based engine permitted
- Maximum 65 rear-wheel horsepower
- Liquid-cooled engines must be at least 10 years old, excluding dirt-bike engines
- Case guards recommended
- Exception: GP bikes permitted only with street-based four-stroke single engines

5.11 Ducati Cup GTU Equipment

- Ducati-manufactured chassis and engine
- Unlimited engine modifications
- No turbocharging or supercharging
- Slicks or DOT-approved tires permitted

5.12 Ducati Cup GTO Equipment

- Ducati-manufactured chassis and engine
- Unlimited engine modifications
- No turbocharging or supercharging
- Slicks or DOT-approved tires permitted

5.9 Restricted Competition License

Restricted licenses are available to Riders 12 years of age and older, upon successful completion of a CMRA Performance Roadracing School or equivalent.

5.12.1 Competition Rules

Eligible classes:

- Lightweight Sportbike
- Formula II (Lightweight Superbike)
- Restricted Competition License Riders may not enter the Novice class.

5.12.2 Engine Displacement Limits

- 0–125cc two-stroke, water-cooled, maximum two cylinders
- 0–400cc two-stroke, air-cooled, maximum two cylinders
- 0–400cc two-stroke, single-cylinder
- 0–400cc water-cooled production-based crankcases, unlimited cylinders
- 0–400cc four-stroke, maximum two cylinders

5.12.3 Insurance Disclaimer

- Minor waiver required for each event
- Parent or legal guardian must accompany the minor
- Both parents or guardians must sign annually
- Prior racing experience required

- CMRA Performance Roadracing School or equivalent required
- First race must start at the back of the grid for evaluation

CHAPTER 6

RIDER AND CREW BEHAVIOR

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

The following rules apply at all CMRA events.

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

CHAPTER 7

OFFENSES, PENALTIES, PROTESTS AND APPEALS

7.1 GENERAL INFORMATION

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

7.2 GENERAL OFFENSES AND PENALTIES

This section outlines actions that are considered detrimental to the sport of motorcycle racing and that may result in a range of disciplinary actions. This is not an exhaustive list. Unless otherwise specifically provided for in these rules, the CMRA is empowered to suspend any Rider, mechanic or crew member for a period of one meet, up to an indefinite suspension for violation of these rules or other actions deemed, in the sole discretion of the CMRA, to be detrimental to the race meet and the sport of motorcycle racing.

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

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

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

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

The offenses listed in Section 7.3 are subject to disciplinary action by the Referee and/or CMRA. This list is provided as guidance to licensed Riders but does not restrict CMRA from invoking penalties for other actions detrimental to the sport which are not specifically contemplated herein.

7.3 CONDUCT OFFENSES

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

7.4 RACING OFFENSES

- 7.4.1 Failure to appear for scheduled registration and/or pre and post-race tech inspection. Penalty: A fine not to exceed \$500 and/or disqualification from the race meet.
- 7.4.2 Failure to attend the Riders Meeting will result in that Rider being gridded at the back of the grid for all their races.
- 7.4.3 Improper dress by a Rider or members of his crew. Penalty: 1st offense \$50 fine. 2nd offense \$100 fine. 3rd offense \$200 fine and/or suspension from competition for a period not to exceed 60 days.
- 7.4.4 Receiving any form or prohibited outside assistance, including, but not limited to, receiving radio transmissions while in competition, except as provided for in these rules.
- 7.4.5 Jumping the start. Riders whose front wheel crosses their start line prior to the start will be assessed a stop and go jump start penalty.

Riders who have been assessed a jump start penalty will be notified during the race by means of a penalty black flag. The Rider must acknowledge the penalty flag and serve a stop and go penalty in the hot pit within three laps of the penalty flag first being shown to the rider, or the Rider will be disqualified from the race.

- 7.4.6 Failure to re-enter the track at a point as close as practical to the one at which the Rider left the track, and in so doing gaining an unfair advantage. Penalty: At the discretion of the Race Official(s).
- 7.4.7 Passing under a waving yellow. The no passing for position zone is defined as being from the waving yellow flag immediately preceding the incident until safely past the incident. Every effort should be made by the Riders not to pass while a waving yellow condition exists. However, occasionally in racing situations a pass will occur in waving yellow conditions. If the Rider made a safe pass and immediately gave up the position after the incident, then no penalty will be assessed. If the Rider made a safe pass and did not give up the position, then a 5-place penalty will be assessed. If the Rider made an unsafe pass, Rider is disqualified.
- 7.4.8 Failing to immediately respond to a black flag, red flag, or other signals from CMRA officials. Determination of offenses is at the sole discretion of Race Official(s).
- 7.4.9 Riding at any time against the normal direction of travel, unless specifically instructed by the Starter, Race Official(s), or Pit Lane Marshal.
- 7.4.10 Riding at any time in such a manner as to endanger the life or limb of other riders, officials, volunteers, or the public.

7.5 Protest Procedures

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

7.5.1 General Procedures

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

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

7.5.2 Mandatory Post Race Inspection

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

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

7.5.3 Protest Filing Procedure

If a Rider wishes to protest another Rider in the same class, the protest must be filed with the Referee within one hour of the posting of the final race results for that event. A protest form must be submitted to the designated official along with a written explanation of the details of the protest, signed and presented by the Rider filing the protest along with the protest fee in cash. Protest forms are available from the CMRA Referee. A Rider filing a protest against another

Rider must have participated in the event during which the alleged violation took place. Only Riders may file protests.

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

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

Protest reviews shall be made by the Competition Committee (headed by the Referee), and their decision is final.

7.5.4 Protest Fees

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

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

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

NOTE: Costs for disassembly, assembly and parts are based on manufacturer's suggested costs and/or Shop "book rate" time. For Sportbike class Riders, the Rider must have a full set of factory specifications for their motorcycle to help speed the determination of any protests.

7.5.5 Protest Appeals

Protest Appeal Fee: \$25.00

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

7.6 INCIDENT RESOLUTION PROCESS

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

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

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

Competition Committee:

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

Incident Resolution:

The CMRA will generally follow a three step process:

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

7.7 Incident Report Form

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

Incident Report Form

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

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

Witness Name: Phone number		Date and time of incident, specify race name or practice:	
Rider(s) or person(s) involved in Incident: (use names and bike numbers if possible)			
Where did it occur (Corner number, paddock area)			
Describe the Incident:			
Were the Race Director and Referee notified?			
What was the result: (Ambulance call, run off track, etc)			
Was there follow-up with the Rider(s) involved immediately after the incident from a CMRA official? Please describe.			
Does this incident require the assessment of a penalty? Is any further action required?			

CHAPTER 8

SCORING

8.1 Points

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

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

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

- If a Rider does not start, they are not assigned a finishing position, and they cannot earn points.
- If a Rider starts a race, but DNF's, they will be assigned a finishing position and awarded any associated points for that assigned position according to the points structure.

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

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

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

8.2 Tie Break Procedure

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

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

CHAPTER 9

RACE OFFICIALS AND DUTIES

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

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

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

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

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

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

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

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

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

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

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

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

CMRA Memberships

CMRA memberships are available to anyone who wishes to join the CMRA as a voting member. CMRA Competition License holders must purchase a CMRA membership. Riders with a reciprocity license are required to purchase a CMRA membership to ride in CMRA practice or race events. CMRA membership privileges include:

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

How to Register: Memberships may be purchased online at www.roadracing.org. Membership fees are non-refundable.

Cost: **\$40** (includes GST)

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

CMRA Competition (Race) Licenses

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

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

CMRA Competition License holders are eligible for:

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

Riders who do not hold a CMRA Competition License:

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

- Riders who do not hold a CMRA Competition License must provide a current, valid license from another sanctioned race organization to register for CMRA practice or race events
- Non-members are not eligible for CMRA championship points

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

Cost: **\$50** (includes GST)
(\$40 CMRA membership must be purchased along with a CMRA Competition License)

Deadlines: Riders must possess either a CMRA license or a license from a recognized roadracing sanctioning body (see list above) prior to registering for CMRA practice or race events. Please purchase licenses early to help the Registrar avoid the "first weekend rush".

Eligibility: Section 1.2 in the CMRA rulebook covers eligibility.

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

More information on licensing requirements is available in sections 1.1 and 1.2.

CMRA Race Registration

Registration for CMRA events is online at www.roadracing.org and uses MotorsportReg.com. Riders must hold a current, valid roadracing competition license to register in CMRA race events.

How to Register: Riders must register online through MotorsportReg.com. A link to registration is provided on the CMRA website.

Deadline: There is a \$25 late charge added to race registration fees if you do not register 24 hours prior to the event. Late registrants are placed at the back of the grid. Late registrations will be accepted noon on the first practice day, and on race day until 8:30am. After this time, race registration is closed.

Cost: Costs for race registrations are listed below.

Non-CMRA license holders must pay a \$25 administration fee each weekend.

There is a \$25 late charge added to race registration fees if you do not register in advance of the upcoming event.

Practice:	\$310
Novice:	\$75 each race
First race entered	\$160
Second race entered	\$110
Third race	\$60
All subsequent races	free
Endurance Race:	\$ (TBD)

Refunds: Race Registration refunds are available until 8:30am on race day. **After this time there are no refunds.**

CMRA Race School Registration

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

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

Cost:

The cost of the CMRA Race School is \$400 (does not include GST).

Application Deadline:

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

Refund Policy:

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

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

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

APPENDIX A

DEFINITIONS

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

Aftermarket - Produced by a manufacturer or fabricator other than original equipment manufacturer.

cc - cubic centimeters.

CMRA - Calgary Motorcycle Roadracing Association.

Disqualification - Unless otherwise defined, mean the forfeiture of all awards, prizes and points earned in all events during that day's meet.

Event - Any one of the races in a meet.

Meet - A meeting at which one or more races or events are held.

Motorcycle - A motorized, two-wheeled, competition vehicle to be identified by its frame number, frame tag or other frame marking.

OEM - Original Equipment Manufacturer

Paddock - Designated area primarily used for maintenance of event entered competition motorcycles and parking area for motorcycle transport and support vehicles.

Piston Displacement - The volume swept out by the piston(s) at each stroke.

Pit Crew - Mechanic and/or assistants.

Pit Lane - Designated area directly adjacent to the track between the main grandstands and the front straightaway. Access is limited to officials or individuals with appropriate track pass credentials.

Program - The predetermined outline of events that make up a meet.

Race - Competition in which two or more Riders compete.

Racetrack or Circuit - Includes the actual racing surface, runoff areas and the pits.

Rider - Any person who competes in a meet.

RMM - Rocky Mountain Motorsports

Suspension - (With respect to penalties) the loss of all rights to compete as a Rider or member of a pit crew for the stated period.

APPENDIX B

LOCKWIRE (SAFETY WIRE)

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

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

INSTALLATION OF LOCKWIRE

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

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

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

The maximum span of lock wire between tension points shall be 6 inches (15 cm).

Where multiple groups are lock wired by either the double twist or the single strand method, the maximum number in a series shall be determined by the number of units that can be lock wired by a 24 inch (61 cm) length of wire.

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

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

Check the units to be lock wired to make sure that they have been correctly torqued. Under-torquing or over-torquing to obtain proper alignment of the holes is not advisable. It is impossible to obtain a proper alignment within the specified torque limits, back off the unit and try it again or select another unit.

In adjacent units, it is desirable that the holes be in approximately the same relationship to each other so the lock wire will have a tendency to pull the unit clockwise. This should be reversed for left-hand thread.

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

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

DO NOT throw bits of safety wire on the ground.

APPENDIX C

NOTES FOR NEW RIDERS

Procedures for Novice Riders

Upon successful completion of the CMRA Road School or any other CMRA-recognized school that teaches track safety and handling of a motorcycle on a racetrack at race speeds, the CMRA will grant students a CMRA Novice license. Novice licenses enable Riders to participate in practice sessions and race in the Novice class. As per rule 1.2.1 "Novice Riders must pass a recognized race school each season until they advance to Amateur status".

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

After four successful races, Novice Riders can ask for a check-out session (conducted by a designated CMRA Rider). If the check-out session is successful, the Novice Rider will be promoted to race in Amateur classes

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

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

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

There are four categories to look at when preparing your race bike:

- **Mechanically Tight:** All items such as pipes or brackets that are bolted or taped to the bike must be tight. There should not be any chance of them falling off or shifting position. If a part falls off or just loosens up, it may cause an accident. The items that tend to fall off most often are exhaust pipes, expansion chambers, exhaust baffles, side covers and foot pegs.
- **Fluid Tight:** A race bike should not have any fluid leaks or potential fluid leaks. This is for two reasons: a) any fluid on a tire or racetrack causes a loss of traction and possible crash; and b) gasoline leaks cause a fire hazard.
- **Impalement / Entanglement Hazard:** These hazards are dangerous during a crash or collision. There should be no sharp bars/edges or brackets that could injure a Rider. Side or center stands could cause this problem - remove them. There should be no brackets or devices attached to the machine that a hand or foot could slip through and become entangled. Entanglement hazards involve you and your fellow Riders during a crash or collision. Some engine guards and rear grab rails cause this type of hazard.
- **Safety Wire:** Safety Wire is one of the primary means used to keep things from coming loose and falling off a motorcycle during a race. Vibration causes nuts and bolts to become loose. In Appendix B, there is a diagram of ideal safety wire setups. Safety wire prevents the bolt from backing off or loosening up. Stainless steel aircraft type wire is the best. The wire should wrap around the bolt about 1/4 turn. If the wire is wrapped more than this, it could slip over the top of the bolt and lose its ability to secure the bolt. When installing safety wire, you will have some bits that you cut off.
DO NOT throw bits of safety wire on the ground.

General Do's and Don'ts

- **DO** have fun. Safety wire everything you can. Clean your bike before and during the race weekend. Take notes on your bike setup. Travel with a companion who can and will share the driving to and from the track. Buy and use the best helmet, leathers, boots, gloves and protective gear available.
- **DO** ask an experienced Rider for help when you have concerns. This is club racing, so even Expert level Riders (with black numbers) are more than happy to help you out with setting up your bike, giving you riding hints, or just helping you put your bike on the rear-wheel stand. Just ask!
- **DON'T** do wheelies, stoppies or burnouts. Don't do anything that might alter your consciousness before or after the race on the track or in the paddock area - it will not be tolerated. Don't show off - nobody appreciates it.

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

FOCUS ON HAVING FUN!!!!

APPENDIX D

ENDURANCE RACE RULES

CMRA ENDURANCE RULES

1 Endurance Entrants

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

2 Technical Specifications

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

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

3 Hot Pit Lane

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

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

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

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

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

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

4 Fire Extinguishers

Each team must have at least one ten-pound conventional fire extinguisher or two five-pound fire extinguishers in their pit at all time. In both cases they must be fully charged. Any team found without an operational fire extinguisher will be penalized. Anyone sharing a fire extinguisher with another team must notify race officials before the start of the race to keep from being fined. If your fire extinguisher gets used during a race contact a race official for help in obtaining a temporary replacement.

5 Endurance Race Procedures

- 5.1 After a warm up lap, all endurance races will commence with a **Le-Mans Start**. At the drop of the starting flag, each teams' first Rider will run from one side of the front straight to the other side (a team member will be holding the non-running motorcycle) start the motorcycle and commence racing.
- 5.2 Races will normally be 1.5 to 3.0 hours in length.
- 5.3 To score points in an endurance event a team must either take the start and the checkered flag, or complete at least 50% of the number of laps of the winning team.
- 5.4 Grid positions are determined by the championship points of each team except for the first event of the season where teams are gridded based on order of entry.
- 5.5 Teams may replace wheels, motors or other parts during a race. Teams may also switch motorcycles, but will lose all laps accumulated on the first motorcycle. If a team chooses to utilize a second motorcycle they must notify the Race Director before re-entering the track or be subject to penalties including but not limited to loss of all laps.
- 5.6 All motorcycles must pass technical inspection at any time during the endurance race.

6 Pit Stops and Refueling

- 6.1 Right of way during pit stops is to the Rider entering the pits from the track. A Rider leaving their assigned pit area must yield to incoming riders. A Rider leaving the pits must yield to Riders on the track.
- 6.2 Stopping for refueling during the race is only allowed in each team's designated hot pit area.
- 6.3 A maximum of 5 team members may assist in the pit stop at any time, including riders.
- 6.4 Motorcycles must be fully supported by a rear stand and Rider off the motorcycle during refueling. The motorcycle must be turned off during refueling. The gas cap may be removed only while the motorcycle is on a rear stand.
- 6.5 Motorcycles may be refueled only from a hand-held dump can by force of gravity. Nothing pressurized or automated is allowed. Only non-sparking funnels or gas cans may be used for refueling.
- 6.6 During refueling, a team member must stand at the ready with a 5lb (or larger) BC-rated fire extinguisher, pin pulled, pointed at the motorcycle, positioned at an appropriate distance from the motorcycle (normally a few feet away).
- 6.7 All fuel must be stored in the teams' designated pit area behind the west concrete wall, except during refueling.
- 6.8 Maximum speed in the hot pits is 50 km/hr. The pit speed limit must not be exceeded anywhere in the hot pits. Exceeding the pit speed limit will result in a stop-and-go penalty.

7 Crashes and Mechanical Breakdowns

- 7.1 Crashed motorcycles and Riders may return to the pits for repairs. A crash truck will be dispensed to recover unsafe motorcycles as quickly, fairly, and feasibly as possible as determined by the Race Director.
- 7.2 Crashed motorcycles may be ridden back to the pits, provided the Rider carefully evaluates the motorcycle to ensure it is safe to ride and is not leaking any fluids, and the Rider proceeds directly to the pits riding off the racing line and signaling approaching Riders with a raised hand or foot. Riding a crashed motorcycle while ignoring the provisions of this rule will result in lap penalties. Examples of damage rendering a motorcycle unsafe include but are not limited to leaking fluids or inoperable brakes. Riders may NOT push their motorcycles along the track.
- 7.3 Crashed motorcycles must pass a technical inspection before continuing in the race. No laps will be scored until this is completed. Teams that fail to have a crashed motorcycle re-inspected will lose laps or be disqualified at the discretion of the officials.
- 7.4 Motorcycles leaking fluid or in any way unsafe to ride must exit the racing surface at the first safe opportunity and must not re-enter the racing surface. A crash truck will be dispensed to recover unsafe motorcycles as quickly and fairly as feasible as determined by the Race Director.
- 7.5 In the event that a motorcycle is too damaged to continue, teams may switch motorcycles as per Section 6.6 of these CMRA endurance rules.

8 Red Flags

When a Red Flag is thrown during an endurance race:

- 8.1 All scoring will cease. When the red flag falls scoring will be backed up to the race leader's last completed lap prior to the red flag, and all subsequent lap completion times will be dropped.
- 8.2 The clock will not be stopped, but will run continuously until the endurance time has been reached or the race has been declared complete by the Race Director.
- 8.3 The grid for the restart shall be based on the standings at the time of the red flag as determined by the scoring system. The first lap to be scored shall be the first time machines cross the start/finish line after the restart, any laps recorded during the red flag period shall not be counted as a scored lap. If a red flag situation is encountered towards the end of the race, the race will only be restarted if control gives a "clear track" with 10 minutes or more remaining on the event clock.
- 8.4 Teams may not service, fuel, adjust or repair an endurance machine during a red flag. All work must cease on any machine in the pits at the time of the red flag. Any team who does not comply with this will be docked laps depending on the severity of the infraction. Machines on the track at the time of the red flag will proceed to the start/finish line and may not enter pit lane. When the Rider returns to the start/finish line due to a red flag - one crew member is allowed across pit lane with the stand, more than one crew member will result in penalties. As soon as the bike is on the stand the Rider and crew member must immediately cross back to the other side of pit lane. You may put a cover over the bike (one crew member - not at same time as the stand crew member - if you need help ask an official). NO ONE (other than a race official) may touch any machine during the red flag other than to assist the unloading of a crashed bike from the crash truck or at the direction of an official, any bike brought in will be dropped either in the team's pit or across pit lane at the discretion of the officials.
- 8.5 When first call is given for the restart, one crew member and the Rider (you may switch riders) are allowed to cross to the machine and remove the stand/start the bike. All machines that were running on the track at the time of the red flag must take the restart. You do not have to take the warm-up lap. Work on the bikes in the hot pit lane may begin/resume when the starting flag has been dropped for the restart. Teams may prepare for this by having fuel cans, parts, tools etc. waiting (this includes prepping or stripping the "B" bike) but cannot touch the machine until the flag is thrown. Any violation of this rule must be witnessed by an official for a penalty to be levied; the CMRA may use a video camera for surveillance of the pit area.

9 Pit Marshals

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

10 Scoring

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

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

APPENDIX E

WCCS RULES AND CLASSES

WESTERN CANADIAN CHAMPIONSHIP SERIES (WCCS)

E.1 PURPOSE AND GOVERNANCE

The Western Canadian Championship Series (WCCS) is a multi-club championship operated in conjunction with participating hosting organizations.

For all WCCS events, the **hosting club's rulebook shall govern all technical, eligibility, and competition matters** for each class classification.

No exceptions, substitutions, or deviations are permitted.

All Riders and machines entered in WCCS competition must fully comply with the applicable hosting club's rules for the mapped class designation. Failure to comply may result in denial of entry, disqualification, loss of points, or removal from competition.

E.2 RULEBOOK AUTHORITY

For the purposes of WCCS competition:

- The hosting club's rulebook is the **sole authority** for class rules, equipment standards, machine eligibility, Rider eligibility, and technical inspection.
- WCCS does not publish independent technical or equipment regulations.
- In the event of any rule interpretation question, the hosting club's interpretation shall prevail and is final.

E.3 WCCS CLASS STRUCTURE

The Western Canadian Championship Series recognizes the following competition classes.

Each WCCS class is directly mapped to an equivalent CMRA classification for the purpose of rule enforcement and technical compliance.

E.4 WCCS CLASS DESIGNATIONS AND EQUIVALENCY

WCCS Superbike
CMRA Heavyweight Superbike (HWSB)

WCCS Open Supersport
CMRA Heavyweight Supersport (HWSS)

WCCS 600 Superbike
CMRA Middleweight Superbike (MWSB)

WCCS 600 Supersport
CMRA Middleweight Supersport (MWSS)

WCCS Middleweight Superbike
CMRA Lightweight Superbike (LWSB)

WCCS Middleweight Supersport
CMRA Lightweight Supersport (LWSS)

WCCS Lightweight Superbike
CMRA Ultra-Lightweight Superbike (ULW-SB)

WCCS Lightweight Supersport
CMRA Ultra-Lightweight Supersport (ULW-SS)

E.5 TECHNICAL INSPECTION AND COMPLIANCE

- All WCCS machines shall be inspected in accordance with the hosting club's technical inspection procedures.
- Compliance is required for the **mapped hosting club class**, not the WCCS class name.
- Machines deemed legal in one hosting club event are not guaranteed legality at another event unless fully compliant with that hosting club's rulebook.

E.6 RIDER ELIGIBILITY

Rider eligibility for WCCS competition is determined by the hosting club's licensing, classification, and eligibility requirements for the mapped class.

WCCS shall not override, waive, or modify hosting club Rider eligibility standards.

E.7 CHAMPIONSHIP POINTS AND CLASSIFICATION

WCCS championship points are awarded based on finishing position within the applicable WCCS class as defined in this appendix.

Class eligibility for points accumulation is contingent upon full compliance with hosting club rules at each event.

E.8 FINAL AUTHORITY

The hosting club retains final authority over:

- Technical compliance
- Rider eligibility
- Race results
- Disqualifications
- Penalties

WCCS classification does not supersede or replace hosting club authority under any circumstances.