

2026



Rule Book

CENTRAL ROADRACING ASSOCIATION

2026 GENERAL COMPETITION RULES

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Introduction

Welcome to the Central Roadracing Association, an organization created to provide high quality motorcycle roadracing programs that emphasize safety, education and good sportsmanship.

Your safety is the driving force behind our operation. Safety procedures are reviewed on an ongoing basis to ensure that needed improvements are made in a timely manner. The CRA also provides rider and staff education through classes, on-track training, published articles, and by example.

Our rulebook is designed to allow you to compete in as even and equitable an environment as we know how to provide. In cases where the rulebook does not specifically address a situation, fair play and common sense will be the basis for decisions. Decisions will be made without respect to individual competitors, but rather for fair and honest representation of all participants.

It is your responsibility to assess the facilities, safety measures, weather conditions, and any other considerations regarding the risk of competition at any given event. Our rulebook is intended as a guide for the conduct of our sport and is in no way a guarantee against injury or death to participants, spectators or others. No express or implied warranty of safety shall result from publication or of compliance with these rules and regulations. Participation in an event indicates an assumption of all risks involved. We hope you enjoy being a CRA member and wish you the best of luck in roadracing.

*Changes affecting the 2026 racing season are indicated as follows: ~~Text being deleted~~ **Text being added***

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Terminology

CLASSES:

- a) Featherweight
 - b) Ultralight Cup
 - c) Lightweight
 - d) Middleweight
 - e) Heavyweight
 - f) Unlimited
 - g) Supertwins, Sportsman Lightweight, Sportsman Middleweight, ~~90's Middleweight Cup~~ **Classic Cup**, Welterweight, Specialty Race Classes**
- GP0 – Featherweight Bikes
 - GP1 – Ultralight Bikes
 - GP2 – Lightweight and Welterweight Bikes
 - GP3 – Middleweight and Heavyweight Bikes
 - GP4 –Unlimited Bikes

DIVISIONS: Supersport (SS), ~~Superbike~~, Grand Prix (GP)

DNF: Did Not Finish

DNS: Did Not Start

DQ: Disqualified

EMT: Emergency Medical Technician

ENGINES

- a) Single: one powered cylinder
- b) Twins: two powered cylinders
- c) Triples: three powered cylinders
- d) Multies: four or more powered cylinders

EVENT: Any race or contest in a meet.

JUMPING THE START: All machines must be stationary from when the red lights go on until they go out. Any forward movement prior to the red lights going out will be considered jumping the start.

MEET: Meeting where one or more races are held

NEW RIDER: Anyone not licensed with another recognized road racing organization or has not finished a CRA event within the last two years (novice) or three years (expert).

OEM: Original Equipment Manufacturer

PARTICIPANT: Anyone on racetrack grounds during a CRA event – including, but not limited to riders, crew, workers, spectators, and officials

PIT: The fenced or otherwise designated area surrounding the pit lane where riders and crews prepare and service motorcycles. This area may also include adjacent service roads or access lanes connecting the pit lane to technical inspection, fueling, or control facilities, as defined by the event venue.

RACE OFFICIAL: Race Steward, or Chiefs of Staff and their designees

RIDER: Anyone who competes in a meet

VISUAL PROTEST: A visual protest focuses on the bike in “as raced” condition, and may include removal of body panels, fairing and gas tank as necessary to view the carburetor, air box, etc.

Section 1 – Licensing

1. All competitors must possess a current CRA license. Riders unfamiliar with the race facility will be given an orientation (by request) after the rider's meeting.
2. One New Rider's seminar will be held before the CRA's first meet and on-track sessions will be held at subsequent race events. New Riders must complete the seminar and pass one of the on-track sessions. There will be make-up sessions of the classroom and on-track throughout the year. For details visit the website at <https://www.cra-mn.com> or call 612-332-4070.
3. Licenses will be issued with the riders classified as either Expert or Novice. The CRA will classify riders based upon experience and proven ability. Status may be changed at any time by petitioning the Racer Liaison.
4. Applicants must complete a membership form and are responsible for updating any changes with the Racer Liaison. Applicants less than 18 years of age must provide a notarized copy of the CRA Minor License Release Form signed by their parent or guardian. Riders under 12 years of age are prohibited.
 - a. Riders under 16 years of age must participate in the CRA New Racer School. Expert license holders from other organizations may be eligible to race in expert classes with approval from the Board of Directors/Race Steward.
 - b. After passing New Racer School, riders under 16 years of age will be granted a provisional license with no reciprocity rights at other organizations. [Provisional license converts to full license after a minimum of 10 races over no fewer than 5 meets].
 - c. Riders under 14 must obtain permission from the Racer Liaison to apply for a race license.
 - d. Riders age 12 and 13 are limited to Featherweight/GP0 machinery or below.
 - e. Novice riders ages 14 through 17 are limited to Lightweight/GP2 machinery or below.
 - f. Expert riders ages 14 through 17 are limited to

Middleweight/GP3 machinery or below.

5. COMPETITION NUMBERS:

- a. Numbers 1 through 10 are reserved for the Top 10 Experts and are not available for assignment, even if those riders elect not to use them.
- b. Competition numbers will be assigned, by the CRA Racer Liaison, on a first-come first served basis - 1 number per person. If a racer wishes to use the same competition number they used in the previous race season, they must request this on their CRA Membership Application, and have their application submitted and membership dues paid by the posted deadline.
- c. There will be no "holding" of numbers from year-to-year with the exception of the previous race season's Top 10 Experts competition numbers.
- d. The CRA reserves the right to "retire" any competition number at any time, and for any reason. Once a number is retired, no future racer from the organization may be assigned that competition number.
- e. Prior year Top 10 novices may use a GREEN (Pantone 349) number plate with WHITE numbers using their CRA assigned competition number.

6. NOVICES: Novice licenses will be issued to riders meeting the following qualifications:

- a. New Riders that meet the criteria set by the New Rider Chiefs.
- b. Applicants possessing a Novice license from a recognized road racing organization.
- c. Renewals by Novice riders who have finished at least one CRA event in the past two years.
- d. Renewals by Novices who were not bumped to expert.
- e. Refer to sections 7, 8, and 9 for class legality and weight division structure.
- f. Novice racers may only bump up one class when entering races. If a bumped racer is significantly slower than the leader's pace or their pace poses a safety hazard, they may be black flagged and

barred from future races of that class and any higher class at the race steward's discretion.

- g. During their first race weekend, New Riders cannot bump up a class.
7. **EXPERTS:** Expert licenses will be issued to riders meeting the following qualifications:
 - a. Applicants possessing an Expert license from a recognized road racing organization.
 - b. Renewals by expert riders who have finished at least one CRA event in the past three years.
 - c. Any Novice, who in the opinion of the Board of Directors, has attained Expert performance levels.
 - d. Novices who were in the top 25% of the novice season point totals for one or more of the competition classes (i.e. Featherweight, Ultralight, Lightweight, Welterweight, Middleweight, Heavyweight, Unlimited) with a minimum of 9 point earning races in the class and must have a top 10 finish in a sprint race. Points earned in all divisions (i.e. Supersport, Superbike, and Grand Prix) will be combined for purposes of assessing which novice riders will advance to expert status the following season. New riders will not advance to expert status without demonstrated ability and petitioning the Racer Liaison.
 - e. Novices with 1 year or less experience will not be advanced to Expert status without demonstrated ability and petitioning the Racer Liaison.
 - f. Expert racers may bump up two classes when entering races, based on the bike's minimum class. If a bumped racer is significantly slower than the leader's pace or their pace poses a safety hazard they may be black flagged and barred from future races of that class and any higher class at the race steward's discretion.
8. **RECIPROCITY: Racers new to the CRA with current race licenses from another organization must email the Racer Liaison for the reciprocity procedure.**

Section 2 – General Rules

1. Through the establishment and enforcement of various rules and procedures, the CRA strives to regulate the sport of motorcycle racing in the fairest possible manner. By participating in a CRA meet, each participant agrees to abide by the CRA's rules and procedures. All parties involved in CRA races are expected to conduct themselves in a professional manner, respecting at all times the rights of others. Participation in the CRA race activities is a privilege and violation of CRA rules and procedures can lead to forfeiture of their competition licenses or event credential, fines, point deductions, lap deductions, disqualification and other disciplinary actions as outlined herein.
2. Rules directed or related to safety are promulgated to make all persons concerned with safety awareness, but the CRA neither warrants safety if the rules are followed nor compliance with and enforcement of rules. Each participant in competition has the responsibility to assess the safety aspects of facilities and conditions. Attendance at a CRA meet indicates the following:
 - a. An assumption of all risks involved.
 - b. An agreement to waive liability of CRA and all other organizers, promoters and sponsors.
 - c. Responsibility for any damage or injury in which he/she may become involved.
 - d. Racers are to use common sense when applying rules to their race format. If the rule is associated with safety, consider it in full effect regardless of the race format.
3. All participants must wear the appropriate wristband. Fraudulent use of any wristband will be penalized as deemed appropriate.
4. Anyone camping at the race facility must have a camping pass.
5. No one may consume alcohol near competitors, in the pits, or trackside of the fenced racecourse until after the final checkered flag of the day.
6. Riders, crew, workers, and officials may not consume alcohol until the final checkered flag of the day unless they are within a designated spectator or camping area that is separated from all restricted or competition zones and remain there until the final

checkered flag of the day.

7. Event participants in restricted areas found to be under the influence of alcohol or any other substance that affects mental or physical abilities before the final checkered flag of the day will be subject to any or all of the following: Racers - disqualification from all remaining events of the weekend, removal from the race facility, and suspension of competition license; Workers - disqualification from all remaining events of the weekend, removal from the race facility, and forfeiture of future worker privileges for the season.
8. Use of illicit drugs or drunk and/or disorderly conduct will not be tolerated at any time. CRA Officials and/or track security will immediately remove those involved from the race facility.
9. No stopping on, spectating from, or parking of vehicles on or within any bridge, tunnel, crossover, cutout, or other access structure connecting track areas or providing passage over or under the racing surface. These structures are for transit and safety access only and must remain clear at all times during event operations.
10. No vehicle may be driven or lifted over any fence.
11. Spectators are not allowed in the Control Tower or inside the fenced racecourse without official permission.
12. Everyone must obey the posted speed limit.
13. All vehicles (including pit bikes) must have a functional headlight to operate after dark.
14. Pets must be attended, leashed and controlled at all times when not in a vehicle. Unleashed pets will be impounded at the owner's expense.
15. Children must be supervised at all times. All operators of motorized vehicles or bicycles near competitors must have a driver's license or a valid race license.
16. Anyone engaging in unfair practice or behavior in violation of CRA or race facility rules or action "detrimental to the sport of motorcycling in general" whether related to specific competition or not, may be disqualified or subject to expulsion from CRA activities.
17. Unsportsmanlike conduct (i.e., Burnouts, "lighting up", or spinning the rear tire in the pits, on pit lane, or near competitors), is not allowed. Offending riders will be penalized and/or fined.

- a. 1st offense results in a verbal warning
 - b. 2nd offense results in a \$50 fine
 - c. 3rd offense results in a loss of race license for a time to be determined by the Chief Race Steward.
18. Wheelies near competitors are not allowed. Offending riders will be penalized and/or fined. Wheelies done on track or hot pits in a manner that endangers others may cause the offending rider to be penalized.
 - a. During a race, the penalty will be a 1 lap deduction from the rider's overall lap count, or as determined by the Race Stewards.
 - b. During a practice session, the penalty will be the dismissal from and/or loss of the practice session, or as determined by the Race Stewards.
19. A rider must report to the Chief Race Steward after any unsportsmanlike infraction has occurred. They must report before the involved rider may resume their racing and/or practice.
20. Dishonored checks and declined credit cards will be cause for immediate suspension from further competition. Suspension will be from the date of the dishonored check/declined charge until the debt is paid in full. Check writing privileges will be revoked for chronic offenders. Other penalties may be incurred at the discretion of the Board or Directors, including but not limited to fines, loss of points and ability to renew racing license if bad debt is not resolved within 30 days of initial notification to rider.
21. See the back of the rulebook for a rule proposal form. The rule proposal form can also be found at www.cra-mn.com.

Section 3 – Pit Regulations

1. No minors, other than licensed racers, are allowed over the wall or on the hot track in the pit area. Only riders and crew are allowed in the pit areas.
2. No pets allowed in the Pits.
3. Anyone over the pit wall must wear long pants, a shirt and closed toe shoes. No red or yellow clothing will be allowed.
4. SUPPORT VEHICLES:
 - a. Vehicles must park perpendicular to the pit wall.
 - b. Vehicles cannot protrude onto or over the asphalt behind the pit wall.
 - c. Trailers must be disconnected from their tow vehicles.
 - d. Vehicles may be parked only one deep.
 - e. Support vehicles may park only on the cold side of the chain link fence. There is no parking on the hot (pit) side of the chain link fence.
 - f. Only two vehicles (including trailers, excluding bikes) are allowed per pit.
5. Any/all open ignition sources (e.g. cigarettes, BBQ's, grills, torches, etc.) will only be allowed in the Pit Area within 6 feet of the pit fence and/or other designated boundary marker.
6. GASOLINE:
 - a. Must be stored in state-approved containers and sealed when not in use.
 - b. Pressurized gasoline containers are prohibited.
 - c. Fuel towers and caddies (assisted fuel delivery systems) are not allowed.
 - d. All gasoline must be stored off the asphalt down in the hot pits.
 - e. No gasoline may be stored within the garages.
7. REFUELING:
 - a. Only one bike is allowed per pit stall while refueling, except during team style events. While refueling, the rider must be off the motorcycle and the motorcycle must be securely supported by a mechanical stand. No other work may be performed on any motorcycle in the pit box while refueling.

- b. Engine must be shut off.
 - c. A dedicated individual standing on the hot side of the pit wall with unobstructed access to the bike, holding a 5BC or larger fire extinguisher standing a safe distance (between 6 and 10 feet away recommended), with pin pulled and hose aimed at the bike.
 - d. The use of a funnel while refueling during a race is prohibited.
8. Riders are advised to bring a 5BC fire extinguisher.
9. TRAFFIC:
- a. All vehicle and pedestrian traffic within designated pit and paddock areas must follow posted or announced directional flow and speed limits. Unless otherwise specified by event officials, traffic on the competition side of the pit barrier or fence shall move in the same direction as track flow and not exceed 10 MPH.
 - b. Traffic on access or return roads located outside the pit barrier or fence shall move in the opposite direction of track flow and not exceed 10 MPH, unless directed otherwise by officials or signage.
 - c. No vehicular traffic is permitted on the active pit lane or the asphalt directly adjacent to the pit wall except as specifically authorized by Race Control or Pit Marshals.
10. No welding is allowed in the pits.
11. PIT SIGNALS:
- a. No one may sit, stand, kneel, or lean on the concrete barrier or chain link fencing (where applicable) along the front straight of the track from Pit Entrance to Pit Exit.
 - b. No one may place anything on the concrete barrier or chain link fencing (where applicable).
 - c. No one may reach or hold a sign over the concrete barrier or chain link fencing (where applicable).
 - d. Everyone should face traffic when standing beside the concrete barrier or chain link fencing (where applicable).
 - e. No one is allowed to spectate from the concrete barrier or chain link fencing (where applicable).

- f. Two personnel per team, maximum, may signal rider and run lap charts in the area between the hot pit lane and the trackside wall. Crossing of the hot pit lane should be kept to an absolute minimum.
12. Riders must inform Pit Zero what pit they are using, as assigned in race registration.

Section 4 – Race Procedures

1. Racers may receive refunds for races they were unable to run, subject to the following:
 - a. CRA Refund Request Forms must be received by Racer Liaison in person, via email or by standard mail no later than fourteen (14) days after the CRA event.
 - b. Requests must be accompanied by a copy of the receipt showing purchase details.
 - c. Requests received before pre-registration closes are not subject to an administrative fee.
 - d. Requests received after pre-registration closes will be charged an administrative fee of \$25.
 - e. Received forms must be legible and all fields completed to be eligible for review.
 - f. Refunds will not be granted for any day the rider had turned a tire on the active track at any time.
 - g. A disqualified rider forfeits all entry fees.
2. Class and Rider entries cannot be changed after the 30-minute protest period expires following the posting of grids.
3. Riders must use their assigned competition number in all sprint and trophy dash events. All visiting riders possessing a valid competition license from a reciprocating race organization and a Single Event License issued by the CRA shall display an "X" to the right of their competitor number as assigned by their home organization. Riders may use another rider's number in practice only with the Race Steward's permission, and after informing Pit Zero of the change.
 - a. SUBSTITUTION: Motorcycle substitution before a race is allowed provided that:
 - i. The motorcycle is legal for the class.
 - ii. The motorcycle has passed Technical Inspection.
 - iii. The rider's assigned number is properly displayed on the motorcycle.
4. All grids are final 30 minutes after posting.
5. RIDERS' MEETINGS
 - a. Riders' meetings are held per the schedule. These

meetings are intended to inform riders of track conditions and changes in procedures.

- b. All riders must attend the Riders' Meeting. Riders who miss the Riders' Meeting must report to the Race Steward prior to going on track.
 - c. Failure to attend a Riders' Meeting may result in a one-lap penalty in the riders' first race.
 - d. Riders who miss the Riders' Meeting and fail to report to the Race Steward are prohibited from practicing and racing.
6. The Race Steward will announce when the track is open for practice.
7. TRACK FLOW
- a. Track flow is clockwise unless indicated otherwise
 - b. Traffic on pit lane is in the same direction as track flow
 - c. Exit the racecourse by moving towards the left side of the track while signaling racers and staff by raising an arm
 - d. Exiting the racecourse through Pit Exit is prohibited
 - e. Riders entering the racecourse through Pit Exit must obey the signals from Pit Exit personnel, check on-coming traffic and keep left until racing speed is attained.
8. FLAGS: The following flag signals shall be obeyed WITHOUT QUESTION:
- a. GREEN – A race is underway the instant a green flag is displayed, and/or the red start lights turn off at Start/Finish, the green flag indicates the course is open.
 - b. WHITE – A white flag is a courtesy flag, displayed only at the Finish, indicates one lap to go.
 - c. CHECKERED – A checkered flag indicates the end of the race or practice session. Riders must proceed to the track exit.
 - d. STATIONARY YELLOW – A stationary yellow flag indicates a potentially dangerous situation near the track. USE CAUTION! Passing is allowed.
 - e. WAVING YELLOW – A waving yellow flag indicates a hazard or obstacle exists on the track. USE

EXTREME CAUTION! Reduce speed and be prepared to avoid the obstacle. No passing from the waving yellow flag until past the incident. Undue speed can result in an infraction.

- f. **RED** – A red flag means the race has been suspended. Competition must cease immediately with all riders slowing to a safe and reasonable speed and proceeding to pit zero without stopping at the race suspending incident. There is **NO** passing under a RED flag. The red flag will be displayed at the Start/Finish as well as all other stations. If 2 or less laps are completed, the race will be a complete restart from original grid positions. If more than 2 but less than half the laps are complete, the race will be reduced to the remaining laps, with bikes gridded from original grid positions. If the leader has completed more than 50% of the total number of laps of the scheduled race at the time of the red flag the race can be declared complete based on the Steward's discretion. In this case, the finishing order will be taken from one lap prior to the leader's last completed lap.
- g. **BLACK** – A black flag indicates a problem. The indicated rider should acknowledge the flagman, complete a lap, and immediately report to Pit Zero. Failure to report may result in disqualification. A rider's number may be displayed with the black flag.
- h. **MEATBALL** – A black flag with an orange circle in the center indicates that the rider has committed an infraction that carries a penalty. The rider will have 1 lap deducted from their race result.
- i. **YELLOW WITH RED STRIPES** – A stationary yellow flag with vertical red stripes indicates debris or developing rain somewhere on the track between the flag and the next flagging station. This flag will be displayed when conditions change for the worse and held for two laps.
- j. **GREEN WITH BLACK STRIPES** – A stationary green flag with black stripes indicates oil or a foreign substance has been spilled, or a slippery or

dangerous condition exists somewhere on the track between the flags and the next flagging station. Also displayed when conditions change for the worse, and held for two laps.

- k. WHITE WITH RED CROSS – A white flag with a red cross indicates that a moving ambulance or slow vehicle is on the course. Passing is allowed. Pass the ambulance with caution. This flag is displayed motionless at the previous 2 corner stations before the ambulance and at the incident. If the ambulance is stopped, the prior station will display a yellow or waving yellow flag in addition to the stationary ambulance flag as appropriate.
 - l. ROLLED UP AND CROSSED GREEN AND WHITE – A rolled up and crossed green and white flags may be shown at Finish at the flagman's discretion to indicate the halfway point in the race.
9. All riders must check in with the Medic or Corner Captain and report to the infirmary after crashing, falling, or being injured. The rider must bring their helmet, leathers, and gloves with them to the infirmary. Failure to report can result in disqualification. A rider may ride their bike into the pits at the Corner Captain's discretion.
 10. Any motorcycle that is black-flagged for mechanical problems, has crashed, or on which major repairs have been made must be re-tech inspected prior to resuming competition.
 11. The Race Steward will announce when crews may pick up stranded motorcycles. Pick-up crews must report to Pit Exit before entering the racecourse.
 12. If a rider slows or stops their motorcycle on the course for any reason, it is their duty to indicate so immediately by raising the left hand and to place the motorcycle in such a manner as to cause no danger or obstruction to other competitors. Riders may receive assistance from corner workers in starting the motorcycle.
 13. STARTING PROCEDURES:
 - a. A first, second and third call to grid will be made prior to each race. Motorcycles must gather at the grid gate at this time.

- b. Motorcycles may enter the track when the four-minute board is displayed and may then proceed around the track in normal race direction prior to the three-minute board being displayed.
- c. At the three-minute board, racers may not take the warm-up lap and must take their assigned grid positions.
- d. At the two-minute board, motorcycles should be in their grid positions. All crew members and others MUST leave the track surface. Pit Zero shall close the entrance gate. Riders who have not reported by that time must start from Pit Zero immediately after the last wave, at the direction of Pit Zero.
- e. Once set, the Grid Marshall of the first wave will raise their clipboard and walk off the track. All motorcycles in the first wave should then get into gear. Separate classes run on the track at the same time may start in separate waves. All riders NOT in the first wave must raise their left hand to shoulder height or above. Any rider behind the last row of the grid may not continue to their grid position but must stop behind the last row and start with that wave.
- f. Riders with stalled motorcycles will raise their arms and remain in place. The rider's crew must wait behind the concrete wall or chain link fencing (where applicable) until directed onto the track surface by the Grid Marshall.
- g. When the Grid Marshall clears, the red Starting Lights will go on.
- h. The red Starting Lights will go off anytime within 10 seconds. When the light goes off, the race will have started.
- i. If the race has two or more waves, the Grid Marshall holding the next wave will walk off the track and once clear, the red Starting Lights will illuminate again.
- j. These Start Procedures may be modified by the Race Steward.
- k. A jump-start will result in having 1 lap deducted from the offending rider's race results. A Meatball Flag and rider number will NOT be displayed, please review

race results to confirm or protest the penalty. Refer to JUMPING THE START under Terminology for definition.

14. FINISHING PROCEDURES:

- a. To avoid being struck from behind, do not slow abruptly when crossing the finish at the end of the race. Instead, gradually decrease your speed and proceed on through the cool-down lap, leaving the track at the designated track exit.
- b. Riders who receive the checkered flag in practice must exit the racecourse at the designated track exit. The marked return road may only be used only if you have a mechanical problem.
- c. To be considered a finisher, a rider must have completed 75% of the laps completed by the leader of each class, rounded down.

15. The responsibility for the decision to pass another rider rests with the overtaking rider. Any rider appearing to be deliberately blocking another motorcycle seeking to pass may be black flagged.

16. A bright colored T-shirt, supplied by the CRA, worn over the leathers indicates either a New Rider or a slow-moving rider.

17. Crew Members are not allowed on the trackside of the fence without permission from the Race Steward or Corner Captain.

18. Any bike that leaves the hot track or hot pits is disqualified. Furthermore, any bike that departs from the designated racing surface (i.e. pavement) is subject to disqualification in the event the departure yields a competitive advantage.

19. No one may enter the track without proper credentials, registering, executing a Release and passing CRA Technical Inspection. Any CRA licensed rider who rides during any practice session without properly being registered, or rides in a class for which he/she is not registered may be subject to disqualification and /or suspension and/or fine and/or probations. Any non-licensed person who rides on the track may be ejected from the premises and denied future entry and CRA license privileges for a three-year period and may be subject to legal action.

20. Any rider(s) not running on course at the time of a race-

ending red flag, as well as any rider(s) deemed by officials to have caused the red flag, will be placed on the results at the end of their respective laps.

21. A lap is complete when the transponder crosses the timing loop and the rider is on and in control of the motorcycle.

Section 5 – Rider Equipment

1. All competitors are required to wear the following equipment while riding in practice or competition:
 - a. Undamaged full-face helmet with face shield and bearing a stamp of approval from one of the following international standards:
 - i. Snell M2015 or M2020 (USA)
 - ii. BS. 6658 TYPE. A (GREAT – BRITAIN)
 - iii. ECE 22 - 04 & ECE 22 - 05 “P” (EUROPE)
 - iv. JIS 8133:2000 / JIS 8133:2007 (JAPAN)
 - v. FIM FRHP (Circuit Racing Certification)
 - vi. Or current standard from the above organizations

All these listed standards will remain valid as long as the rider can prove a date of manufacturer within the last 5 years.

- b. Roadracing boots at least eight inches high.
 - c. Gauntlet style roadracing gloves.
 - d. A full roadracing suit, made of leather or other material approved by the AMA or other recognized roadracing association for competition. Two-piece leathers must be securely fastened together with a heavy-duty zipper that completely goes around the whole jacket and pants.
2. All competitors are recommended to wear a back protector, chest protector, hearing protection, neck brace or airbag, and a mouthpiece.
3. Racers are subject to gear approval at any time. Racers must have all gear checked after crashing. All New Riders must present their racing gear at Technical Inspection on their first weekend racing and be approved by the Technical Inspector.
4. Rain apparel worn over leathers must withstand racing speeds. Riders with rain suits failing to meet this standard will be black flagged.
5. All riders are required to put their rider number on the back or both sides of the chin bar of their helmet. Putting the

riders' name on the helmet also is recommended.

6. Knee and toe sliders that emit sparks are prohibited. Riders using either of these items may be black flagged.
7. New riders must wear a colored t-shirt supplied by the CRA for the entire New Rider weekend with the exception of the new rider race. Any rider who anticipates riding at a slower than normal pace is recommended to wear one as well.

Section 6 – Motorcycle and Technical Inspection Requirements

Before any motorcycle will be allowed on the racecourse, it must meet certain minimum safety requirements and be inspected and approved by Technical Inspection. The primary emphasis of this inspection is race worthiness; compliance with Sections 7, 8, and 9 is secondary. The burden of proving the legality of a motorcycle rests with the entrant and it is the responsibility of the rider and/or crew to bring to the attention of the Technical Inspection any area that may be in question. Safety wire must be stainless steel and a minimum of 0.025 inches in diameter or approved safety clips, properly wired, may be used to secure bolts at the discretion of Technical Inspection. In all cases, safety wire must serve to prevent the associated fastener and/or component from loosening. Motorcycles must be brought to Tech in a race-ready condition. The only exception is that lowers must be completely removed so all drain plugs are visible to the Tech Inspector. Two-stroke motorcycles may leave the lowers on.

1. All drain plugs for oil and water must be safety wired, fill plugs must be safety wired or clipped, except radiator caps.
 - a. Front sprocket nuts that allow oil to leak if loose, (Suzuki SV650) must have the nut safety wired.
2. Fork drains (if any) must be secured with tape or safety wire.
3. Gallery Plugs (bolts with internal heads) must be safety wired or secured with silicone around the edge.
4. Cartridge-type oil filter housings must have safety wire securing all fasteners. For spin-on oil filters, attach a hose clamp around filter and safety wire the clamp to the motor, or position the hose clamp screw against the crankcase so the filter will not come loose. Flexible mounts, such as bodywork hangers, may not be used. Oil Filter clamp must not be connected in series to the oil drain plug.
5. All four (4) stroke motorcycles must be equipped with a rigid lower fairing belly pan capable of containing a minimum of 3 quarts of liquid. NOTE: motorcycles with less engine oil capacity may use a belly pan capable of containing less than 3 quarts provided it is greater than the engine vehicle oil capacity. Non-rigid belly pans such as turkey pans are not allowed. A maximum of 2 holes (25mm maximum diameter)

may be drilled in the lower fairing belly pan. These holes must be plugged and leak proof during dry conditions but may be opened for wet racing conditions. Tape is not an acceptable plug.

6. Fenders must provide adequate tire clearance.
7. Rear fender or seat must extend beyond a line drawn vertically from the rear axle.
8. Brake torque arm fasteners must be secured with safety wire or cotter pins or lock nuts.
9. All motorcycles must have properly operating front and rear brakes.
10. All brake caliper mounting bolts must be safety wired or clipped. Flush mounted bolts must be safety wired or secured with silicone.
11. Side stands, center stands, mirrors, turn signals, license plates and other accessories must be removed.
12. Headlights, taillights, and similar shatter prone glass and plastic must be taped or removed. Do not use red or clear tape on the taillight. The use of a rain light is permitted when conditions permit the use.
13. Brake light and horn circuits must be disconnected.
14. Passenger footrests must be removed or secured in the up position.
15. All motorcycles must have an operational handlebar-mounted kill switch or button and must be easily identifiable for use by safety crew members.
16. Kick-start levers may be retained if the pinch bolt is safety-wired.
17. Tires must be in good condition.
18. Motorcycles must have mufflers. Removable baffles must be safety wired and muffler mounts must be safety-wired or secured with locking nuts.
 - a. Exhaust pipes and mufflers must be securely attached together and bolted to the frame. Mufflers must have internal mechanical or packed baffling.
 - b. The inside of the exhaust discharge end must be a maximum of 5 inches from the outside edge of the tire or frame. Intent is to prevent another rider's wheel or leg from being trapped.
19. Metal valve stem caps with rubber seals inside are required.
20. It is recommended that wheel weights affixed by an adhesive

- be secured by a layer of duct tape.
21. All fluid-carrying lines must be secured by hose clamps or other suitable devices unless more stringent requirements are specified elsewhere. Temperature and pressure sending units are excluded and may be left alone.
 22. All connections on OEM oil lines must be intended by the manufacturer for use with motor oil (100 psi working pressure minimum) and all connections between these lines and oil coolers, filters or other fittings must be threaded type and safety wired or secured with silicone. Using hose clamps to secure non-OEM oil lines is prohibited.
 23. Only water, "Water Wetter" or propylene glycol coolants are allowed in the cooling systems of liquid-cooled engines (coolants that are green in color such as "Sierra" brand propylene glycol antifreeze may not be used.) Riders using ethylene glycol-based antifreeze or additives, or any green coolant, are subject to disqualification and suspension.
 24. Catch tanks are required for coolant systems and open engine vents. Catch tanks must hold twelve fluid ounces as installed on the motorcycle. The idea is to keep all the overflow tubes that run to the ground routed to a catch bottle to prevent liquids from reaching the track.
 - a. On 4 stroke machines, crankcase ventilation must be routed into a heat-resistant catch can or the air box.
 - i. If ventilation is routed into the air box, any drains from the air box must be sealed.
 - ii. If ventilation is routed to a catch can, the overflow tube from the catch can must be routed into the intake area (or airbox) of the throttle bodies so that any overflow from the catch can will be drawn into the engine.
 - b. Radiator overflow and battery vent tubes may be routed into a separate catch can that need not be vented into the intake area.
 - c. OEM or after-market overflow bottles, such as OEM radiator overflow bottles, are considered to be catch bottles.
 - d. Final approval of the catch can system rests with the Tech Inspector.
 - e. Fuel system vent lines on fuel injected bikes do not need to be routed to a catch can, provided they are

routed to the belly pan.

25. Triples and multies must have case guards and/or strengthened side covers in accordance with the list maintained by the Chief of Tech.
26. All motorcycles must have a self-closing throttle.
27. Only petroleum fuels and gasohol are allowed. No fuel additives other than octane boosters or oil are permitted.
28. Oxidizers and nitrous oxide induction systems are prohibited.
29. Numbers must be black and approximately 6"- 8" high and 1" wide, of standard block lettering with no shading, outlining or serifs. Numbers must be spaced approximately 1" from each other as well as the edge of the plate or display area. Numbers of approximately 4"- 6" high may be used on the rear and/or side plates as long as the number is clearly visible at speed. All numbers on any display must be the same size.
 - a. The following samples show the type style required to comply with these rules:

1 2 3 4 5 6 7 8 9 0

- b. Number plates must be a single solid color background large enough to accommodate the competition number while maintaining 1" of clearance from the numbers to the plate border. Novice riders must use yellow number plates and Experts must use white number plates. Plates may be painted, plastic and/or stick-on vinyl tape. MotoAmerica licensed expert racers may run their MotoAmerica number and plate, otherwise riders must use their CRA assigned competition number in all sprint and trophy dash events. All visiting riders possessing a valid competition license from a reciprocating race organization and a Single Event License issued by the CRA shall display an "X" to the right of their competitor number as assigned by their home organization. A rider must use the same number throughout the race season, even if the rider starts the season as a reciprocating race organization rider and becomes a CRA licensed rider mid-season.
 - c. One number plate must be displayed on the front of the motorcycle. Plates should be mounted as flat as

possible. Front number display is recommended to be at the center of front fairing or rider's right of any air intake.

- d. Side displays may be displayed on the rear bodywork only if the bodywork presents a flat surface of adequate area. Otherwise, a 10" X 12" plate must be mounted. The side plates must be mounted on the seat or tail section and to the rear of the rider. Mounting must be high enough to ensure that the number is clearly visible when the machine is leaned without interference caused by rider extremities or machine parts.
 - i. If the tail section profile does not allow the machine to comply with Section 6.29.e, a single number display on the top of the tail section may be installed and orientated to be read from the rear of the machine. If this configuration is chosen, the riders competition number must also be displayed on each side of the lower fairing as to be visible by safety crew and officials. These displays must meet the criteria of Section 6.29.e.
- e. Motorcycles with illegible numbers will be black-flagged. Riders must correct plates and/or numbers before re-entering the track. Riders may not receive points for races using illegible numbers.
- f. Number plates must be free from any stickers or sponsorship logos except as required by specific class rules. Final approval of number display will rest with the Chief Steward.

30. SOUND TESTING: All motorcycles must be capable of passing sound testing as required by the event venue or the CRA. If a motorcycle is suspected to be out of compliance, items (a) through (d) will be used for trackside testing.

- a. The maximum allowable noise level shall not exceed the limit established by the host facility, local ordinance, or 102 dBA measured at 100 feet from the center of the track - whichever is more restrictive.
- b. Engine speed during testing shall be one-half of the manufacturer's specified redline, or if not known, determined by the formula: $\text{rpm} = 306,000 \div \text{stroke}$ (in

millimeters)

- c. The sound meter shall be held at a 45-degree angle, 20 inches from the loudest point of the exhaust outlet.
 - d. For trackside spot testing, the sound limit is 105 dBA on the A-weighted scale.
31. All motorcycles must display a CRA sticker on both sides of the motorcycle. CRA stickers are available in Tech and must be applied prior to receiving Tech Approval. Failure to properly display the required stickers will render the machine ineligible for contingency money and points.
32. When a racer has been informed in person by a Race Official that their transponder is malfunctioning it is the rider's responsibility to correct the problem or obtain a different transponder. Failure to do so may result in the rider not being scored.
33. ~~Any on board camera, whether attached to racer or motorcycle, must be securely attached to the racer or motorcycle with a secondary tether in addition to the primary mount.~~ **On board video cameras are allowed. The mounting of a camera must not obstruct the riders view through the windshield or interfere with any machine controls. Camera mounts must not pose an impalement hazard in the event of a crash. Cameras and camera mounts must not be installed in a way that makes the machine number difficult to read from trackside. Camera mounts must be securely attached to the machine. Suction cup mounts are not allowed. All cameras must be tethered to the machine to prevent it from falling onto the track in the event that the primary mount fails. All cameras must bear the rider's competition number. The CRA reserves the right to disallow camera use at any time.**

All helmets must be intact and no modification may be made to their construction that alters the exterior helmet from the condition it was tested and approved. The helmet is made to provide protection and is not a platform to attach foreign objects. For example, cameras or other accessories are NOT permitted to be attached to the rider's helmet.

Section 7 – Supersport Motorcycles

Unless specifically permitted below, Supersport motorcycles are based on D.O.T. approved production motorcycles sold by manufacturers and their dealers for street use. Proof of this street legal intent may be provided in the form of a title, motor vehicle department tag receipt or Statement of Origin, none of which may bear the notation “For Off Road Use Only”. All Supersport motorcycles must meet the standards of Section 6 as well as the following:

1. A minimum of 200 units for multies or 50 units for twins must have been available through United States dealers via normal commercial channels or must be identical to U.S. specifications, proof of which rests with the competitor.
2. Motorcycles must be raced as originally manufactured, except as required or permitted by Section 7. When in doubt about a modification use the rule of no removal or addition of material, except any bodywork may be added.
3. Handlebars, throttle twist-grip assemblies, clip-ons, brake and clutch levers and control switches may be replaced with aftermarket parts. Upper triples may be replaced to accommodate clip-ons, so long as the stock geometry has not changed.
4. Suspension springs may be preloaded or replaced with aftermarket parts, including fork caps. Fork internals may be altered to allow for different damping or replaced with aftermarket parts so long as no modification to the fork body is made. Rear shocks may be replaced with aftermarket components of the same style. Suspension mounts must remain stock.
5. Foot pegs and controls may be relocated or replaced with aftermarket products. Passenger foot pegs and brackets may be removed.
6. The original equipment air box must be used with no modifications allowed. OEM air filters or commercially available aftermarket air filters such as K&N/BMC are allowed. No additional means may be employed to increase airflow into the air box (i.e. removal of intake ducts and/or “snorkel”) is

prohibited) or through the filter. This includes catch bottle fitment.

7. Starters and charging systems are required and must be connected and functional before, during and after the event. Modification to, or replacement of the charging system with “kit” or similar components is not allowed.
8. Final drive ratios and drive chains may be changed.
9. No overbore allowed on any machine for production year 1997 and newer unless currently available as a maintenance item from the manufacturer. Models that have been in production and unchanged for a 5-year period crossing over the 1997 year cut off are allowed up to 1mm overbore. Cosmetics and bodywork will not be considered “model changes”, so long as the drivetrain and chassis are of the same spec. In all cases, pistons must be the same compression ratio as the OEM piston.
10. The following are examples of what can be done but are not stated above:
 - a. Chamfer ports after cylinder boring.
 - b. Machining of gasket surfaces on cylinder heads, cylinders and engine cases is allowed. Base and head gaskets may be modified or replaced with aftermarket parts of non-stock spec.
 - c. Stock valves, guides and seats must remain OEM, except that aftermarket replacement valves may be used as long as they are of stock size “diameter” and not lighter weight than OEM. Valve seat may be recut and multi angle valve jobs are allowed.
 - d. Cam timing may be changed via aftermarket cam sprocket assemblies or by slotting the stock cam sprockets. Ignition timing may be changed via aftermarket trigger plates, or by slotting the stock trigger plate.
11. Instruments may be removed or replaced with non-OEM items. Instrument guards may be installed, and aftermarket brackets may be used in place of the stock unit.
12. Subframes may be replaced with aftermarket units.
13. Cables and brake lines may be replaced with aftermarket products.
14. Fairings, horns, grab rail, reflectors, turn signal, rear

- fenders/mud guards and non-functional side covers may be removed. No other bodywork may be removed.
15. Steering dampers and fork braces may be installed.
 16. The exhaust system may be replaced with an aftermarket product.
 17. Brake pads may be replaced with aftermarket products.
 18. Aftermarket brake rotors may be used but must be made of like material and same diameter as OEM. Replacement of the stock master cylinder with different or aftermarket components is permitted.
 19. Modifications to axles, axle nuts, and wheel spacers to make wheel changes faster are allowed.
 20. Holes may be drilled in the rear brake disks for weight reduction or improved braking.
 21. A motorcycle with 16" or 18" OEM rims may replace with 17" OEM rims.
 22. Carburetor and Fuel Injection:
 - a. Carburetor jets and needles may be changed or modified.
 - b. Aftermarket fuel injection control units such as Power Commander and Bazzaz may be used.
 - c. Ignition cut out devices such as Quick shifter are allowed, so long as they do not physically move the shift mechanism. Splicing into the stock wire harness in order to accomplish this is allowed.
 - d. Secondary butterflies and CV slides must remain functional.
 23. The stock ECU may be modified or replaced with aftermarket, so long as there is no modification to the **OEM electrical plug**.
 24. Wiring harnesses may be altered from stock.
 25. Clutch plates and fibers may be replaced with aftermarket parts. Aftermarket slipper clutches may be added to any motorcycle. Spark plugs may be replaced with aftermarket parts.
 26. Aftermarket, screw on gas caps may be used.
 27. Manual cam chain tensioners may be used.
 28. Updating and backdating of parts is not allowed if the parts in question are not direct OEM replacements for the model year indicated by the vehicle identification number on the frame of the motorcycle. For example, replacing the forks or throttle

bodies on a 2003-2004 Yamaha R6 with 2005 R6 parts is not allowed.

29. Aftermarket radiators may be used but must be made of like material and same (or less) cooling capacity as OEM.
30. SUPERSPORT MOTORCYCLE COMPETITION CLASSES:
- a. FEATHERWEIGHT SUPERSPORT (Novice and Expert):
 - i. Up to 375cc 4-stroke single cylinder
 - ii. Up to 325cc 4-stroke twin cylinder
 - iii. KTM RC390 Cup machines
 - iv. Up to 399cc 4-stroke twin cylinder two valve air-cooled (v) Ninja 250s
 - b. ULTRALIGHT SUPERSPORT (Novice and Expert):
This class has been replaced with Ultralight GP. See section 10, 3, (b).
 - c. LIGHTWEIGHT SUPERSPORT (Novice and Expert):
 - i. Up to 390cc two (2) stroke liquid-cooled
 - ii. Unlimited two (2) stroke air-cooled
 - iii. Unlimited four (4) stroke singles
 - iv. Up to 585cc four (4) stroke multies
 - v. Up to 700cc four (4) stroke twins
 - vi. Up to 600cc four (4) stroke multies air-cooled with two (2) valves per cylinder
 - vii. Up to 904cc, air-cooled twins
 - viii. Up to 1250cc air-cooled push-rod twins
 - d. MIDDLEWEIGHT SUPERSPORT (Novice and Expert):
 - i. Up to 410cc two (2) strokes
 - ii. Up to 640cc four (4) stroke four (4) cylinder
 - iii. Up to 765cc four (4) stroke three (3) cylinder
 - iv. Up to 900cc four (4) stroke overhead cam twins
 - v. Unlimited air-cooled four (4) stroke twins
 - vi. Pre-2007 650cc four (4) stroke multies
 - e. HEAVYWEIGHT SUPERSPORT (Novice and Expert):
 - i. Up to 750cc four (4) stroke four (4) cylinder
 - ii. Up to 1125cc four (4) stroke twins
 - iii. Up to 550cc two (2) strokes
 - iv. Up to 1050cc four (4) stroke three (3)cylinder
 - f. UNLIMITED SUPERSPORT (Novice and Expert):
 - i. No displacement limit

~~Section 8 — Superbike Motorcycles~~

~~Superceded by GP rules~~

~~Unless specifically permitted below, Superbike motorcycles are based on D.O.T. approved production motorcycles sold by manufacturers and their dealers for street use. Proof of this street legal intent may be provided in the form of a title, motor vehicle department tag receipt or Statement of Origin, none of which may bear the notation "For Off Road Use Only" except singles. All superbike motorcycles must meet the standards of Section 6 as well as the following:~~

~~1) A minimum of 125 units for multies or 50 units for twins must have been available through dealers via normal commercial channels. There is no minimum number for singles but must meet superbike definition.~~

~~2) FRAMES~~

~~a) The frame must be as originally supplied by the manufacturer on the approved model.~~

~~b) Strengthening gussets or tubes may be added.~~

~~c) Only brackets or tubes not supporting suspension, engine or driveline components may be removed.~~

~~d) Swing arms may be modified or replaced.~~

~~e) Rear shocks may be replaced or relocated.~~

~~3) Supercharging and turbocharging is not allowed.~~

~~4) Any fairing may be used.~~

~~5) Displacement limits are absolute. Reducing engine size of machines from stock displacement to meet lower class displacement limits is not allowed. (i.e. a bike that is a Heavyweight in origin cannot be re-sized for Middleweight competition.)~~

~~6) SUPERBIKE MOTORCYCLE COMPETITION CATEGORIES:~~

~~(Note: Supersport motorcycles can run in the same category~~

of Superbike as they run in Supersport.)

a) FEATHERWEIGHT SUPERBIKE (Novice and Expert) (i) Up to 375cc 4-stroke single-cylinder

(ii) Up to 325cc 4-stroke twin-cylinder

(iii) KTM RC390 Cup machines

(iv) Up to 399cc 4-stroke twin-cylinder two-valve air-cooled

b) ULTRALIGHT SUPERBIKE (Novice and Expert): This class has been replaced with Ultralight GP. See section 10, 3, (b). c)

LIGHTWEIGHT SUPERBIKE (Novice and Expert)

(i) All motorcycles legal for Ultralight

(ii) Up to 390cc two (2)-stroke liquid-cooled

(iii) Unlimited two (2)-stroke air-cooled

(iv) Unlimited four (4)-stroke singles

(v) Up to 585cc four (4)-stroke multies

(vi) Up to 640cc four (4)-stroke multies must be pre-1995, non-ram-air models. Engines must be Supersport legal. Models where the design didn't significantly change in 1995 or after are allowed. 1997 or later Yamaha YZF600R or CBR600F3, engine must be supersport legal

(vii) Up to 700cc four (4)-stroke twins

(viii) Up to 750cc four (4)-stroke two (2)-valves per cylinder

(ix) Up to 1250cc air-cooled push-rod twins

(x) Up to 600cc four (4)-stroke air-cooled two (2)-valves per cylinder multies

(xi) Up to 904CC four (4)-stroke air-cooled two (2)-valves per cylinder twins

d) MIDDLEWEIGHT SUPERBIKE (Novice and Expert) (i) All motorcycles legal for Lightweight Superbike

(ii) Up to 510cc two (2)-stroke liquid-cooled

(iii) Up to 660cc four (4)-stroke four (4)-cylinder

(iv) Up to 765cc four (4)-stroke three (3)-cylinder

(v) Up to 900cc four (4)-stroke overhead-cam twins

(vi) Unlimited air-cooled four (4)-stroke twins

(vii) Pre-1984 650cc four (4)-stroke multies

e) HEAVYWEIGHT SUPERBIKE (Novice and

- Expert) (i) 250cc to unlimited two (2) stroke
- (ii) 390cc to 795cc four (4) stroke multies
- (iii) 485cc to unlimited four (4) stroke triples
- (iv) 485cc to 1000cc four (4) stroke twins
- f) UNLIMITED SUPERBIKE (Novice and Expert)
 - (i) 250cc to unlimited two (2) strokes
 - (ii) 484cc to unlimited four (4) stroke twins and triples
 - (iii) 490cc to unlimited four (4) stroke multies
- g) 90'S MIDDLEWEIGHT CUP Classic Superbike/Cup
 - (i) Bikes must be 1999-2004 or older, unless there was no significant model change
 - (ii) Some examples of the bikes are:
 1. Honda CBR 600 F, F2, F3, F4
 2. Kawasaki ZX6
 3. Suzuki GSX-R 600, K5
 4. Yamaha R6, YZF 600, FZR 600, R1 sec gen
 7. Ducati 748, 999
 - (iii) All motorcycles legal for Lightweight Superbike
 - (iv) Up to 510cc two (2) stroke liquid-cooled
 - (v) Up to 660cc four (4) stroke four (4) cylinder
 - (vi) Up to 730cc four (4) stroke three (3) cylinder
 - (vii) Up to 850cc four (4) stroke overhead-cam twins
 - (viii) Unlimited air-cooled four (4) stroke twins
 - (ix) Pre-1984 650cc four (4) stroke multies
- h) SUPER TWINS
 - (i) All bikes must meet superbike definitions and rules
 - (ii) Over 600cc four (4) stroke twins
 - (iii) These bikes would normally fit into Heavyweight Superbike a) Expert and Novice classes will be run together and scored separately

Section 9 – Grand Prix (GP) Motorcycles

Grand Prix motorcycles are considered to be two (2) stroke or four (4) stroke motorcycles expressly designed for road racing and not having DOT approval as street bikes.

1. All (GP) motorcycles must meet the requirements of Section 6 but are free from all other restrictions.
2. All motorcycles utilizing mechanical forced induction shall compete in Unlimited GP.
3. **All motorcycles competing in Supermoto Cup GP must use one handlebar (no clip-ons) and no fairings outside of the required bellypan/catch.**
4. GRAND PRIX MOTORCYCLE COMPETITION CATEGORIES:
(Note: Supersport and Superbike motorcycles may compete according to their respective engine displacement classifications along with Grand Prix motorcycles.)
 - a. FEATHERWEIGHT GP
 - i. Up to 375cc 4-stroke single cylinder
 - ii. Up to 325cc 4-stroke twin cylinder
 - iii. Up to 399cc 4-stroke twin cylinder two valve air-cooled
 - b. SUPERMOTO CUP GP
 - i. Up to 450cc 4-stroke single cylinder
 - ii. Up to 250cc 2-stroke single cylinder
 - iii. **Stark Varg**
 - c. ULTRALIGHT GP
 - i. Up to 600cc singles
 - ii. Up to 125cc two (2) stroke
 - iii. Up to 555cc liquid-cooled four (4) stroke twins
 - iv. Up to 680cc four (4) stroke air-cooled twins
 - v. Up to 430cc air-cooled two (2) stroke twins
 - vi. Up to 900cc air-cooled four (4) stroke (2) valve per cylinder push-rod twins
 - vii. Up to 572cc air-cooled four stroke multies
 - d. LIGHTWEIGHT GP
 - i. ~~All Lightweight Superbike~~
 - ii. Unlimited singles
 - iii. Up to 750 cc four (4) stroke three (3) valve twins

- iv. Up to 465cc four (4) stroke four (4) valve triples
- v. Up to 750cc four (4) stroke four (4) valve twins (non- Desmo)
- vi. Up to 700cc 4-stroke twins
- vii. **All motorcycles legal for Ultralight**
- viii. **Up to 390cc two (2) stroke liquid-cooled**
- ix. **Unlimited two (2) stroke air-cooled**
- x. **Up to 585cc four (4) stroke multies**
- xi. **Up to 640cc four (4) stroke multies must be pre-1995, non-ram-air models. Engines must be Supersport legal. Models where the design didn't significantly change in 1995 or after are allowed. 1997 or later Yamaha YZF600R or CBR600F3, engine must be Supersport legal**
- xii. **Up to 1250cc air-cooled push-rod twins**
- xiii. **Up to 600cc four (4) stroke air-cooled two (2) valves per cylinder multies**
- xiv. **Up to 904cc four (4) stroke air-cooled two (2) valves per cylinder twins**
- e. MIDDLEWEIGHT GP
 - i. ~~All Middleweight Superbike~~ (Novice and Expert)
 - ii. **Up to 510cc two (2) stroke liquid-cooled**
 - iii. **Up to 660cc four (4) stroke four (4) cylinder**
 - iv. **Up to 765cc four (4) stroke three (3) cylinder**
 - v. **Up to 900cc four (4) stroke overhead-cam twins**
 - vi. **Unlimited air-cooled four (4) stroke twins**
 - vii. **Pre-1984 650cc four (4) stroke multies**
- f. HEAVYWEIGHT GP
 - i. ~~All Heavyweight Superbike~~
 - ii. Up to 500cc two (2) stroke pre-1986
 - iii. Up to 1000cc four (4) stroke twins
 - iv. Unlimited two (2) stroke twins
 - v. **390cc to 795cc four (4) stroke multies**
 - vi. **485cc to unlimited four (4) stroke triples**
- g. UNLIMITED GP
 - i. Unlimited displacement ~~and Unlimited Superbike~~
- h. WELTERWEIGHT

- i. Up to 250cc liquid-cooled two (2) stroke twin cylinders
 - ii. Up to 430cc air-cooled two (2) stroke twin cylinders
 - iii. Unlimited single cylinders
 - iv. Up to 800 cc 4 stroke liquid cooled twins
 - v. ~~All 90's Middleweight Cup~~ **Classic Cup up to 600cc**
- i. **Classic Cup** ~~90'S MIDDLEWEIGHT CUP~~
- i. Bikes must be 2004 or older, unless there was no significant model change
 - ii. Some examples of the bikes are:
 - 1. Honda CBR 600 F, F2, F3, F4
 - 2. Kawasaki ZX6
 - 3. Suzuki GSX-R 600, K5
 - 4. Yamaha R6, YZF 600, FZR 600, R1 sec gen
 - 5. Ducati 748, 999
 - iii. **Up to 390cc two (2) stroke liquid-cooled**
 - iv. **Unlimited two (2) stroke air-cooled**
 - v. **Unlimited four (4) stroke singles**
 - vi. **Up to 585cc four (4) stroke multies**
 - vii. **Up to 640cc four (4) stroke multies must be pre-1995, non-ram air models. Engines must be Supersport legal. Models where the design didn't significantly change in 1995 or after are allowed. 1997 or later Yamaha YZF600R or CBR600F3, engine must be Supersport legal**
 - viii. **Up to 700cc four (4) stroke twins**
 - ix. **Up to 750cc four (4) stroke two (2) valves per cylinder twins**
 - x. **Up to 1250cc air-cooled push-rod twins**
 - xi. **Up to 600cc four (4) stroke air-cooled two (2) valves per cylinder multies**
 - xii. **Up to 904CC four (4) stroke air-cooled two (2) valves per cylinder twins**
 - xiii. **Up to 510cc two (2) stroke liquid-cooled**
 - xiv. **Up to 660cc four (4) stroke four (4) cylinder**
 - xv. **Up to 730cc four (4) stroke three (3) cylinder**

- xvi. Up to 850cc four (4) stroke overhead-cam twins
- xvii. Unlimited air-cooled four (4) stroke twins
- xviii. Pre-1984 650cc four (4) stroke multies
- j. **LIGHTWEIGHT SPORTSMAN**
 - i. ~~All bikes legal in Lightweight Superbike up to 1997~~
 - ii. **Up to 390cc two (2) stroke liquid-cooled Pre '97**
 - iii. **Unlimited two (2) stroke air-cooled Pre '97**
 - iv. **Up to 640cc four (4) stroke multies must be pre-1995, non-ram air models. Engines must be Supersport legal. Models where the design didn't significantly change in 1995 or after are allowed. 1997 or later Yamaha YZF600R or CBR600F3, engine must be Supersport legal**
 - v. **Up to 700cc four (4) stroke twins Pre '97**
 - vi. **Up to 750cc four (4) stroke two (2) valves per cylinder twins Pre '97**
 - vii. **Up to 600cc four (4) stroke air-cooled two (2) valves per cylinder multies Pre '97**
 - viii. **Up to 904CC four (4) stroke air-cooled two (2) valves per cylinder twins Pre'97**
 - ix. Up to 640cc air-cooled multies
 - x. CBR600F Hurricanes, Suzuki 600 Katanas
 - xi. Pre 1995 Kawasaki Ninja 600cc
 - xii. Up to 1000cc push-rod twins
 - xiii. Unlimited singles
 - xiv. Up to 585cc four (4) stroke liquid-cooled multies
 - xv. FZR600 and Buell 1200 (motor on these 2 models must be Supersport legal, ~~rest of the bike can be superbike~~)
- k. **MIDDLEWEIGHT SPORTSMAN**
 - i. Up to 640cc four stroke liquid cooled inline 4 cylinder machines. Bikes must be 2007 or older
 - ii. Up to 1000cc air-cooled twin cylinder machines
 - iii. Unlimited pushrod twins
 - iv. Up to 750cc liquid cooled inline 4 stroke of non-ram air design 1997 and older
- I. **SUPER TWINS**

All bikes must meet superbike definitions and rules

(i) Displacement limits are absolute. Reducing engine size of machines from stock displacement to meet lower class displacement limits is not allowed. (i.e. a bike that is a Heavyweight in origin cannot be re-sized for Middleweight competition.)

(ii) Over 600cc four (4) stroke twins

(iii) These bikes would normally fit into Heavyweight Superbike

a) Expert and Novice classes will be run together and scored separately

b) Some examples of the bikes are:

1. Buell's
2. Ducati's
3. Harley Davidsons
4. Honda NT650 Hawk
5. Honda VTR1000
6. Honda RC51
7. Suzuki SV650
8. Suzuki TL1000
9. Suzuki TLR1000R

Section 10 – Offenses, Penalties, Protests and Appeals

1. GENERAL INFORMATION

- a. Through its protest and appeal procedures, the CRA provides a system of administrative review in the event of disputes, which are eligible for such review. The goal of the CRA's protest and appeal procedures is to assure fair and consistent enforcement of rules and objective review of protests and appeals lodged by or against participants.
- b. Any participant who is fined under these rules will be deemed suspended from all CRA sanctioned activities until the fine has been paid. The fined party is entitled to a receipt upon payment. All fines and other disciplinary actions levied by Race Stewards must be explained in writing. A copy should be given to the disciplined party.
- c. Any participant under suspension, or otherwise disciplined under these rules of competition, may be reinstated by action of, and at the sole discretion of the CRA.

2. GENERAL OFFENSES AND PENALTIES

- a. This section outlines actions which are deemed to be detrimental to the sport of motorcycle racing, and which may result in a range of disciplinary actions. Unless otherwise specifically provided for in these rules, the Race Steward may disqualify any participant or motorcycle from the balance of a race meet for violation of these rules, insubordination or other actions deemed in the sole discretion of the Race Steward to be detrimental to the race meet and the sport. Such disqualification includes the loss of any rights with regard to the event in question and may result in expulsion from the meet site. In addition, the Race Steward is empowered to levy fines and to recommend to the CRA BOARD OF DIRECTORS that a party or parties be suspended from participation in the CRA sanctioned activities. Unless otherwise specifically provided for in these rules, the CRA is empowered to suspend from competition any rider, crew member of motorcycle for a period of one meet up to an indefinite suspension for violation of these rules, insubordination, or other actions deemed, in the sole

discretion of the CRA, to be detrimental to the sport of motorcycle racing. The CRA is also empowered to, in addition to or in lieu of a suspension from competition, suspend a rider's eligibility to earn points for one or more events including, but not limited to, the event in which the rules violation took place. In addition, the CRA is empowered to levy fines, point deductions and lap deductions. The beginning and ending dates of any such suspension will be as determined by the CRA.

- b. Any supplemental rules, regulations, instructions or procedures established by the CRA for the purpose of implementing, interpreting, or enforcing these rules will be deemed to be part of the rules.
- c. The following offenses will be subject to disciplinary action by the Race Steward. This list is provided as guidance to licensed competitors and event credential holders but does not restrict the CRA from invoking penalties for other actions detrimental to the sport, which are not specifically contemplated herein:
 - i. Falsifying one's age or ability to meet any of the various eligibility requirements as set forth by the CRA, or in general, competing or attempting to compete in CRA sanctioned activities under false pretenses.
 - ii. Competing under a false name or in any other way attempting to gain an unfair advantage.
 - iii. Abetting or knowingly engaging in any race in which the result is "fixed" or prearranged.
 - iv. Giving, offering or promising, directly or indirectly, any bribe in any forms to any person in an attempt to circumvent CRA rules or procedures or to otherwise gain an unfair advantage.
 - v. Accepting or offering to accept any bribe in any forms from any person in an attempt to circumvent CRA rules or procedures or to otherwise gain an unfair advantage.
 - vi. Refusing to provide a factual statement regarding an item under appeal when requested by the CRA or a party to the appeal or interfering in any way with the CRA's protest and appeal procedures in order to influence the outcome.
 - vii. Engaging in a rider boycott, public protest or other similar concerted activity meant to stop, delay, or

- otherwise inhibit the start or completion of any portion of a CRA event.
- viii. Engaging in any unfair practice, misbehavior or action detrimental to the sport of motorcycling in general, whether or not related to specific competition.
 - ix. An attack, including but not limited to verbal or physical altercation, on a CRA official, event participant or to the general public attending the meet. This includes any person who is involved in an altercation anywhere on the premises prior to, during, or after a CRA event. There will be no maximum fine or suspension period for this offense.
 - x. Refusal to submit a machine for inspection. Any rider refusing to immediately surrender their machine to the Race Steward or their designee upon demand or refusing to allow examination or measurement of a machine's components, will be in violation of these rules.
 - xi. Failure to re-enter the track at a point as close as practical to the point at which the rider left the track; and in so doing gaining an unfair advantage. The resulting penalty is a stop and go penalty.
 - xii. Receiving any form of prohibited outside assistance, including, but not limited to, receiving radio transmissions while in competition, except as provided for in these rules.
 - xiii. Failure to appear for scheduled registration and/or pre or post-race tech inspection. Penalty: A fine and/or disqualification from the race meet.
 - xiv. Failing to immediately respect and comply with operational or warning flags/lights or other signals from CRA officials.
 - xv. Failure to attend riders' meetings.
 - xvi. Riding at any time in such a manner as to endanger the life or limb of other riders, officials or the public.
 - xvii. Wagering by a participant on the outcome of any CRA sanctioned race.
 - xviii. Causing a race to be stopped. At the sole discretion of the meet Race Steward, a rider who

is judged to be the cause of a red flag may be excluded from restarting the event in question.

- xix. Any other act or actions deemed by a meet Race Steward or the CRA to be detrimental to the sport of motorcycling and the Central Roadracing Association.

3. EQUIPMENT OFFENSES AND PENALTIES

- a. This section deals with violations of equipment regulations. Regardless of a motorcycle passing prior inspections, compliance with all applicable equipment rules must be made at the post-race inspection. Any motorcycle found to be in violation of equipment rules might be assumed to have been in violation for the entire race meet. In passing a motorcycle through technical inspection, the CRA does not warrant that motorcycle's adherence with all rules. Each participant assumes full responsibility for any violation of equipment rules involving their motorcycle.
- b. Equipment offenses are divided into two types:
 - i. Category 1 – An equipment violation that could potentially or effectively enhance the performance of a motorcycle used in competition.
 - ii. Category 2 – All other equipment violations
- c. The Race Steward, after consulting with the Chief Technical Inspector, will decide into which category the offense falls.
 - i. Under the direction of the Race Steward and Chief Technical Inspector, motorcycles or components may be impounded for up to 8 days following an event in which such motorcycles or components were utilized in competition, to allow for detailed or independent inspection and testing.
 - ii. In the case of an appeal, the CRA may retain custody of impounded equipment until the appeal process has been completed.
- d. Penalties: At the discretion of the Race Steward, any or all of the following penalties may be administered:
 - i. Category 1
 - 1. Disqualification
 - 2. Total or partial loss of points or laps
 - 3. Total or partial loss of prize money
 - 4. Suspension
 - 5. Fine

ii. Category 2

1. Disqualification
2. Total or partial loss of points or laps
3. Fine

4. PROTESTS:

- a. Unless specifically excluded herein, any rider affected by dangerous, unfair or fraudulent behavior, riding or act, has the right to protest against such a behavior, riding or act. Such matters may also include the conformity of a machine with these rules or the eligibility of a rider.
- b. Each protest must be made separately and in writing. Each protest must specify the violation of CRA rules or procedures, which are alleged, and must be accompanied by a filing fee (See subsection 5, PROTEST FEES).
- c. There will be three types of protests: visual, technical and administrative.
 - i. Minor visual protests relate to the legality of motorcycles and components used in competition, where compliance or noncompliance with the rules can be confirmed visually. Visual inspections shall be completed only in the presence of the technical inspectors. Any work to aid in the visual inspection should be performed by either the owner of the motorcycle or owner appointed crew members.
 - ii. Basic technical protests relate to the legality of motorcycles and components used in competition, where some type of measuring device or teardown procedure is needed to confirm compliance or noncompliance with the rules. All components covered under this protest shall be noninvasive to the continued use of the motorcycle for the remainder of the race weekend. Basic technical protests shall encompass inspections that can be accomplished during the race weekend at the racetrack. Deposit fees will apply to the protester prior to inspection. All work required to complete the basic technical protest shall be completed by the racer or racer appointed crew only in the presence of the technical inspector.
 - iii. Invasive mechanical protests relate to the legality

of motorcycles and components used in competition where major teardown procedures are required to confirm compliance or noncompliance with the rules. This protest requires the signatures of both the protested and protesting racers should it be agreed upon that the inspection will be completed. Signatures will legally bind the guilty party to incur the cost outlined in the proceeding sections. Primary maintenance will be conducted by an appointed mechanic decided by the Board of Directors. If a conflict of interest is presented between any of the involved parties, an external qualified shop will be quoted for the price of the work in question of the protest and required inspection duties.

- iv. All other protests will be defined as administrative
- d. Protests will not be accepted on decisions of CRA officials with respect to the interpretation of CRA rules as they pertain to race procedures or CRA office policies. Such decisions include, but are not limited to: establishment of grids and assignment of starting positions, the start of the race, the control of the motorcycles, the decision to delay, stop or shorten a race, establishment of restart grids, the display of the black flag, assessment of lap or time penalties, and disqualifications (see also Appeals), whether from a single event or the entire race meet.
- e. The Race Steward will render decisions on all protests as soon as possible. If it is not possible to render an immediate decision, the Race Steward may allow a protested rider to compete “under protest”. In such cases, the Race Steward will withhold payment of all affected points and monies pending a decision on the protest.
- f. The Race Steward will be empowered to levy the appropriate penalty listed under General Offenses and Penalties or Equipment Offenses and Penalties as the result of a protest and subsequent investigation.
- g. Once made, a protest cannot be withdrawn without the permission of the Race Steward.
- h. If the Race Steward decides a protest in the favor of the protesting party, the Race Steward will refund the protest fee and forward their report in writing to the CRA Board of

Directors.

- i. If the Race Steward decides a protest in favor of the protested party, they will be entitled to the protest fee.
- j. Participants in a protest are limited to the protested rider, rider appointed crew members, the protesting rider, the Technical Inspector and the Race Steward (or designees).
- k. Once a protest is lodged, the responsibility for providing legality rests with the protested rider. Failure to provide the necessary proof of legality will uphold the protest. A protested bike unavailable for inspection automatically forfeits the protest.

5. PROTEST FEES

- a. A minor visual protest regarding equipment, which does not require any mechanical disassembly or a protest of race operations, does not require a payment of a fee. Such protests shall include the following inspections:
 - i. Air box
 - ii. Charging system (including stator)
 - iii. Suspension (including forks and shock knuckles)
 - iv. Tires
 - v. Wheels
 - vi. Brakes (rotors, calipers and master cylinders)
 - vii. Windshield
 - viii. Seat
 - ix. Subframe
 - x. Swinging Arm
- b. A basic technical protest regarding equipment requiring mechanical disassembly will require a payment of a \$20.00. Such protests shall include the following inspections:
 - i. Throttle bodies
 - ii. Velocity stacks
 - iii. Throttle bores
 - iv. Porting
 - v. Secondary butterflies
- c. Invasive mechanical protests require payment of the following fees. Any requested protest will check the part being protested and will check all parts covered in the following protests:
 - i. \$75.00 - Camshaft inspection including the removal and reassembly of peripheral components.

- ii. \$150.00 - removal of cams. Will check lift and duration against new factory original parts.
- iii. \$175.00 - motor. Using a burette, measuring oil at TDC and also at BDC to calculate motor size and compression ratio. Compression ratio will be compared to the factory service manual.
- iv. \$350.00 - Removal and replacement of motor aside to assist in additional internal motor inspections including items such as cylinder heads and valves.
- v. \$750.00 - Removal of engine. The engine will be disassembled to the crankshaft. The transmission ratio will be checked. The crank will be weighed and compared to a factory original. The piston(s) will be measured and compared to a factory original or acceptable aftermarket piston. This fee may vary based on costs of replacement parts such as seals, gaskets, rings, and fluids. Fees may also be adjusted if the protested party agrees to retrieve their machine and parts without reassembly.
- vi. Protest fees will not be disbursed until the end of the appropriate appeal period or until an appeal has been acted upon.
- vii. If, during the disassembly process of an internal protest, a violation of rules other than that infraction of protest is discovered, the protest is upheld.
- viii. If the protested motorcycle proves to be legal, the protest fee will be given to the protested rider.
- ix. If the protest is upheld, the protest fee will be returned to the protesting rider.
- x. The protesting party must pay any additional expense involving the protest, which the Race Steward deems to be legitimate. A deposit may be demanded in advance. If the protest is upheld, however, and the machine found to be illegal, such costs must be reimbursed by the protested party.

6. LODGING A PROTEST

- a. To file a protest, a rider must state in writing what is being protested. The written protest must specify the rules, procedures and/or specific level of mechanical protest as

- outlined above.
- b. Protests must be presented to the Race Steward.
 - c. Scoring protests must be made within 30 minutes after the posting of provisional results for the race.
 - d. Mechanical protests must be made within 45 minutes after the checkered flag of the race being protested.
 - e. The race steward may hold results of the last race until the following day and then these results will be final 30 minutes after post on the following day.
 - f. All parties involved in the protest process will be kept anonymous.

7. APPEALS

Appeals may be lodged by participants to the CRA Board of Directors. Items which may be appealed include:

- a. Unless specifically excluded herein, an appeal may only be lodged by a party that loses a protest and desires further review of the issue.
- b. An appeal may be lodged to challenge fines, suspensions and technical disqualifications levied by the Race Steward and/or the CRA.
- c. Items which may not be appealed include:
 - i. Disqualifications (procedural)
 - ii. Protestable items for which no protest was lodged.
 - iii. Decisions of the CRA officials with respect to the interpretation of CRA rules as they pertain to race procedures. Such decisions include, but are not limited to, establishment of grids and assignment of starting positions; the start of the race; the control of the motorcycles; the decision to delay, stop or shorten a race; establishment of restart grids; the assessment of lap or time penalties; black flag disqualifications, whether from a single event or the entire race meet.
- d. In general, appeals cannot be accepted related to matters for which no remedy is available. (For instance, no appeal will be heard if the only means of remedy would be to rerun an event.)
- e. An appeal must be in writing, signed by the appealing participant, and state with specificity the elements of

the protest, fine, suspension, or technical disqualification being appealed and the grounds for the appeal. The appeal may either be filed with the Race Steward at the meet or submitted to CRA Board of Directors within 1 week of the event. The decision of the Board of Directors is final.

8. RESULTS OF A PROTEST

When a protest is upheld, the Race Steward must make a decision regarding the penalty. Penalties can include disqualification, loss of points, loss of awards, and recommendation of more severe action by the Board of Directors.

- a. An upheld visual protested rider will forfeit all points earned in the race he/she was protested in.
- b. An upheld internal protested rider will forfeit all points earned to date in the class he/she was protested in.
- c. Protesting parties will be notified of the status of the protest in a legal or not legal status only.

9. LEGALITY

- a. The Chief Steward, the Chief of Tech, or any person(s) so designated to inspect for class legality, retain the authority to issue post-race inspections, pull from the pre-race grid or disqualify a competitor for class legality violations.
- b. The CRA may initiate a visual, technical or administrative protest to check for class legality. Fees will be paid by CRA as appropriate.

10. REFUSALS

Any rider who refuses to allow officials to examine their motorcycle forfeits all points earned to date in that class. Trophies and points affected by protest will be withheld until the protest has been decided.

11. IMPOUND

CRA may impound a motorcycle or parts in protest for up to eight days.

Section 11 – Points

1. Only official finishers count for point computation.
2. Points will be awarded for sprint races on the following scale:

Finish Position	Points	Finish Position	Points	Finish Position	Points
1st	20	6th	10	11th	5
2nd	17	7th	9	12th	4
3rd	15	8th	8	13th	3
4th	13	9th	7	14th	2
5th	11	10th	6	15th	1

3. Points will be awarded for trophy dashes on the following scale:

Finish Position	Points	Finish Position	Points	Finish Position	Points
1st	30	6th	15	11th	8
2nd	25	7th	13	12th	6
3rd	22	8th	12	13th	4
4th	20	9th	10	14th	3
5th	17	10th	9	15th	2

4. If at least 11 racers and up to 20 racers take the grid for a race, the above points are increased by one, and points are awarded to 16th place.
5. If 21 or more racers take the grid, the above points are increased by two and points are awarded to 17th place.
6. Riders who did not finish, did not start, or were disqualified will

- not receive points. Riders finishing behind a disqualified racer move up on the points scale accordingly.
7. When there are 20 or fewer racers, the racers who finish after 16th place do not receive points.
 8. When there are 21 or more racers, racers who finish after 17th place do not receive points.
 9. Experts and Novices are scored separately.
 10. There are no minimum entries to make a class.
 11. Trophies are awarded to the first three finishers in Expert and Novice Sprint races for each class.
 12. Points are kept by class for each rider.
 13. Points earned in sprint races will determine class finishes. Points earned in Trophy Dashes or Endurance events will only count towards a rider's overall season point standings.
 14. In the event of a tie in the number of points, the final positions will be decided based on the number of best results in the races (number of first places, number of second places etc.). If there is still a tie then, the date in the Championships at which the highest place was achieved will be considered with precedence going to the latest result.
 15. Riders must use a transponder (AMB TranX260* or MYLAPS Bike FLEX X2* or MYLAPS Car/Bike TR2*) and replace the unit when instructed to do so by the Tower. Note: All teams participating in 5-Hour Event or when required by the Race Stewards will be required to place a secondary transponder, provided by Race Registration, on their primary Motorcycle per Manufacturer Instructions. A rider can register multiple transponders (limit 2) and either use them on different bikes or run them simultaneously on one bike. *Products of MYLAPS Sports Timing (formerly known as AMB i.t.).
 16. Each team may be required to provide a scorer to Timing and Scoring. Riders that do not comply with the Race Steward's request will receive no points.
 17. Race results and points standings are posted on the Speedhive website. Those results and standings are considered final two weeks after the completion of each race weekend. Any rider who feels their points have not been correctly recorded must notify Timing & Scoring within this period.

Section 12 – Endurance Events

1. TEAMS

- a. Each team must have at least two licensed riders, a maximum of 3 licensed riders for the 3-hour events, and no more than five licensed riders for the 5-hour event.
- b. Riders may only register for one team per endurance event.
- c. The Race Steward must approve substitutions.
- d. Each team (rider) may be required to provide a scorer to Timing and Scoring.
- e. Experts earn expert points; Novices earn novice points.
- f. If a rider is signed up, but does not ride in the event, that rider will not receive individual class points for that event, but the team shall not be penalized so long as a minimum of two riders competed. Unless injured or ill, riders who compete must ride at least 30 minutes total. No rider may ride more than 80 minutes at a time. Time spent under a red flag does not count towards these limits. If any of these constraints are not met, the team will be penalized 10% (rounded up) of their laps.
- g. GP0 and GP1 riders must wear a brightly colored vest or T-shirt for identification during on-track sessions. Riders in these groups are encouraged to follow the safest and most predictable line through high-speed or complex corner sequences as instructed during the riders' meeting or by Race Control.
- h. Starts will be per Section 4, except that motorcycles will enter the track at pit exit. At the 5-minute board, pit exit will display a green flag indicating the track is open for the warm-up lap. At the 3-minute board, pit exit will display a red flag indicating the track entrance is closed for warm-up laps. Any team that has not entered the track by the 3-minute board may attempt to start from the grid by entering the track at the grid gate prior to the 2-minute board. After the 2-minute board, they must start from pit exit at the direction of the pit exit official. The start for those competitors starting from pit exit will be by hand signal after the last starter from the grid has passed pit exit.
- i. 5-hour teams can switch bikes FOR ANY REASON if the replacement bike is legal for the same class, has

previously passed tech inspection and is using the same competition number.

- i. The team will forfeit 10% (rounded up) of their completed laps at the time of switching to the replacement bike.
- ii. Once a 5-hour endurance team has switched to a backup bike they cannot switch back to the primary bike.
- j. All fuel, tools, and equipment, except for fire extinguishers, must be placed behind the pit wall and off the asphalt, except when in actual use.
- k. 3-hour riders on a team may share or use different bikes, in any combination, so long as those bikes meet the registered class, have been registered and pass tech for the team challenge race.
 - i. 3-hour teams are only allowed a single transponder for all bikes/riders on the team.
 - ii. Switching bikes is permitted when a team's transponder is back in the pits and installed on the replacement bike. That means if a bike crashes or experiences a mechanical issue out on the course the team can retrieve the transponder, bring it to their pit, and continue the race.
 - iii. Bikes on the same team are not required to use the same competition number.

2. FAILURE ON COURSE

- a. Team members may bring fuel, parts or tools to the area.
- b. Team members must follow instructions given by the Corner Captain.
- c. Assistance may be given in starting or moving the motorcycle.
- d. Failure to obey a Corner Captain may result in penalties or disqualification.
- e. Any bike that leaves the hot track or hot pit areas is disqualified.

3. During any pit road or on-course refueling procedures, a dedicated individual standing on the hot side of the pit wall with unobstructed access to the bike, holding a 5BC or larger fire extinguisher* standing a safe distance (between 6 and 10 feet away recommended), with pin pulled and hose aimed at the bike. While refueling, the rider must be off the motorcycle and the motorcycle must be securely supported by a mechanical stand. No other work may be performed on any motorcycle in the pit

box while refueling.

* Note: All Team extinguishers must be inspected by Tech Inspection prior to the start of the Endurance race.

4. The use of funnels during refueling is prohibited.
5. Quick fill containers that block the sight of the motorcycle's fuel level must have a positive shut-off.
6. No more than 6 persons per team, including riders, are allowed over the pit wall in the pit box at a time.
7. Any team that averages 10 laps per hour is considered a finisher.
8. **SPECIALTY RACE BIKE CLASSES:**
 - GP0 – Featherweight
 - GP1 – Ultralight
 - GP2 – Lightweight and Welterweight
 - GP3 – Middleweight and Heavyweight bikes
 - GP4 –Unlimited bikes
9. **RED FLAGS**
 - a. Teams will be re-gridded per the original starting positions.
 - b. Scoring will be done from the lap prior to the red flag.
 - c. There will be a minimum 5 minutes of working time, starting after the last bike enters the pits. Tire warmers can be placed on a motorcycle immediately upon its return to pit lane – no other work can be performed until the official start of working procedures. An announcement will be made for the starting of working procedures. An announcement will be made at the start of the 5-minute board, at which time the riders should start their warmup lap.
 - d. The restart will be a duplicate of the original start, including the countdown.
 - e. Time spent under the red flag will be part of the overall time for the event.
10. If a team is disqualified by an equipment or mechanical protest, all riders on the team lose points earned in the event.
11. The hot pit lane will be to the right side of the solid white line, marking the pit boxes. The speed limit will be 45 mph. The beginning and end of the speed zone will be marked by orange cones. This speed limit will be enforced at all times.
12. A rider may accelerate or decelerate 1 pit box before and after their own pit if they are empty.
13. **POINTS**
 - a. Each class (GP0-GP4) will use the current point

structure. Points will be doubled based on Sprint Race points scale for the 5-hour event.

- b. "Class" points from each event will go toward the individual racer's season point total.

14. PIT CLOSED PROCEDURE: A black board with an orange "X" will be displayed by course marshals at a course designated flagging station. No entry to the pits will be allowed at that time. Entering the pits while they are closed will result in forfeiture of all accrued laps and immediate disqualification from the event.
15. RED FLAG ON TRACK & PIT CLOSED PROCEDURE: In the event of a red flag when the pit lane is closed, a clearly visible signal (such as a black board with an orange "X") will be displayed at designated flagging stations. All riders must proceed cautiously to the Start/Finish line and await further instructions from the Race Steward. Failure to comply with this procedure will result in forfeiture of all laps and immediate disqualification from the event.

Section 13 – Trophy Dashes

1. Only one rider per motorcycle. Neither substitute riders nor substitute motorcycles.
2. **SPECIALTY RACE BIKE CLASSES:**
 - GP0 – Featherweight
 - GP1 – Ultralight
 - GP2 – Lightweight and Welterweight
 - GP3 – Middleweight and Heavyweight bikes
 - GP4 – Unlimited bikes
3. Starts, pit stops, refueling procedures and failure on course are treated per Section 12 rules.
4. Points are awarded as per Section 11.
5. Points earned in Trophy Dash events will only count toward a rider's overall CRA points.

~~Section 14 — Formula 40~~

~~All participants in Formula 40 must be at least 40 years of age.
(Novices and Expert combined class)~~

~~1) Points earned in Formula 40 will only count toward a rider's class points and will not count toward overall CRA points.~~

~~2) BIKE CLASSES:~~

~~F1 = All bikes legal for Featherweight, Ultralight GP, Lightweight GP and Welterweight~~

~~F2 = All bikes legal for Middleweight GP, Heavyweight GP, and Unlimited GP~~

Section 15 – Special Events

At the discretion of the Board of Directors the CRA may run special events that may be governed by supplemental rules and that may or may not award points and may or may not pay a cash purse. Such events may restrict participation to certain classes of rider or bike.

Section 16 – Team Championship

TEAM

- ~~2—3~~ Minimum 3, maximum 5 riders per team (no substitute riders)
- Team fee \$500.00
- Teams must be submitted to the Racer Liaison via email (racerliaison@cra-mn.com) prior to event
- A new team or team member must be submitted BEFORE SATURDAY of a race weekend in order to score points for that weekend
- ~~Team must be established before the weekend they wish to score points in.~~ Teams to be established at beginning of season.
- ~~A rider may be added to a team later in the season as long as they have not been part of another team. That rider can only score points for the team after they have joined.~~

SCORING

1 - 20	6 - 10	11 - 5
2 - 17	7 - 9	12 - 4
3 - 15	8 - 8	13 - 3
4 - 13	9 - 7	14 - 2
5 - 11	10 - 6	15 - 1

- Only one team member can score points in 1 class per weekend EXCEPT endurance/team challenge. Endurance/team challenge points are counted double BUT all the team members must be on the same team for the points to count towards “Team Championship” points
 - Classes
 - UL, FW, LW, MW, HW, UNL, GP250, SUPER TWINS, SPORTSMAN
 - TROPHY DASH GP0, GP1, GP2, GP3, GP4
 - ENDURANCE/TEAM CHALLENGE GP0, GP1, GP2, GP3, GP4
- The points scoring rider for each class is chosen by the team at the end of the weekend
- The score sheet is sent in via email to the racer liaison Racerliaison@cra-mn.com within 7 days of the conclusion of the event
- Examples - Bob races LW, Bill races MW, and Terry races UNL.
 - Bob gets 1st, 5th, and 4th in LW = $25 + 17 + 18 = 60$ points
 - Bill 3rd , 3rd, and 10th in MW = $19 + 19 + 12 = 50$
 - Terry 5th, 5th, 6th in UNL = $17 + 17 + 16 = 50$
 - Team total 110 points
- Each weekend the class in which a team member scores points can change.

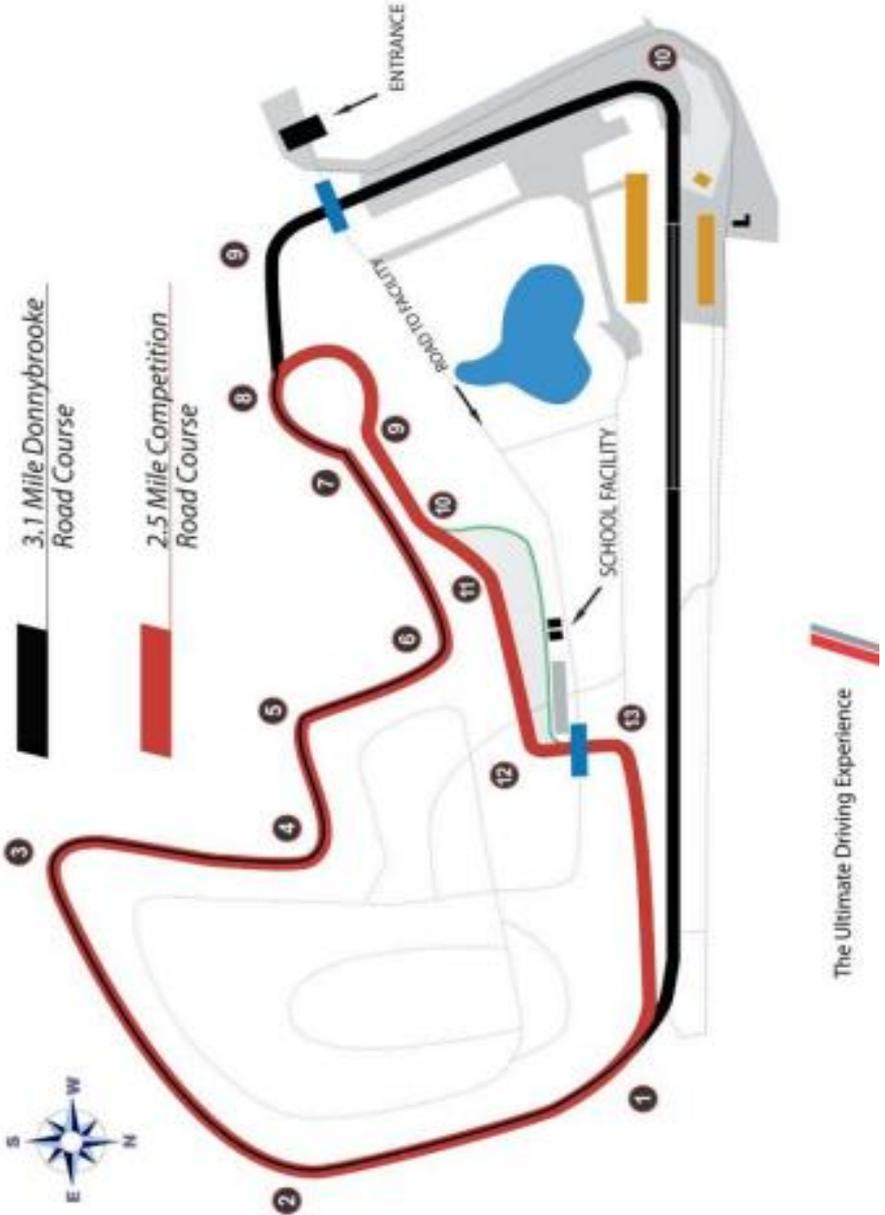
- **Example - Bob runs MW and HW, Bill runs MW and HW,, terry runs unlimited**
 - **Bob scores 3rd 4th and 5th in MW = $19+18+17 = 54$ MW**
 - **Bob scores 5th 5th 6th in hw= $17+17+16= 50$ HW,**
 - **Bill scores 4th 3rd 4th MW = $18+19+18 = 55$ MW**
 - **Bill scores 4th 4th 4th HW, = $18+18+18= 52$ HW,**
 - **Terry score 3rd and 10th DNF in unl= $19+ 12+0= 31$**
 - **Team total is bob with 54 MW bill 52 HW, and terry with 31 UNL = 137 points**

Track Map

Brainerd International Raceway

5523 Birchdale Road, Brainerd, MN 56401

(218) 824-7223 www.brainerdraceway.com



Track Map

Motorsport Park Hastings

427 S Showboat Blvd, Hastings, NE 68901

(402) 303-6427 www.racemph.com

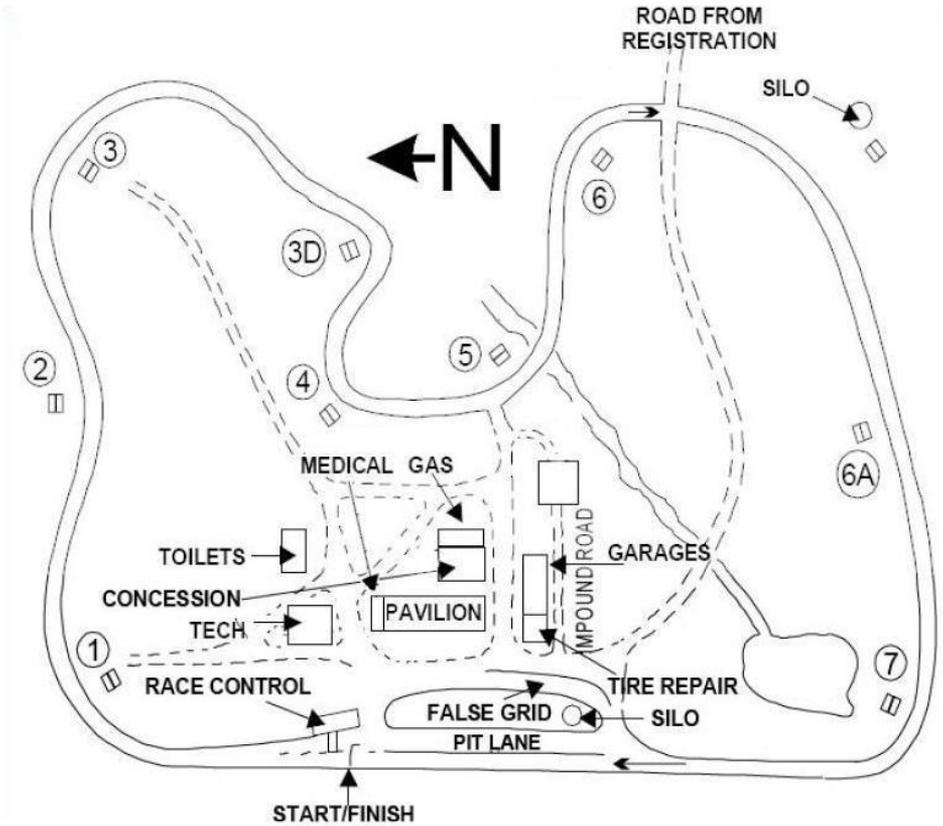


Track Map

Blackhawk Farms Raceway

15538 Prairie Rd, South Beloit, IL 61080

(815) 389-2000 www.blackhawkfarms.com



PROPOSAL FOR RULE CHANGE

Name:

Competition #:

Address:

City/State/Zip:

Daytime Telephone:

Proposed Rule Change: check here if additional material is enclosed

CENTRAL ROADRACING ASSOCIATION

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