



By Racers. For Racers.

2016-17 Winter Series Rulebook

July 18, 2016



Chuckwalla Valley Motorcycle Association Rulebook

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1 Introduction

The intention of the Chuckwalla Valley Motorcycle Association is to provide fun, safe motorcycle road racing. The intention of the Formula classes is to encourage development and technology; the intention of the SuperSport classes is to encourage race machines with minimal performance modifications; the intention of the Sportsman classes is to provide a place for a wide variety of machines to enjoy the experience of racing. All rules will be interpreted by race officials according to these intentions. If you have questions, ask. Club officials will issue competition bulletins to clarify questions pertaining to specific models, classes, and modifications.

2 Race Classes

2.1 Shootouts

The Shootout (Experts Only)

Lightweight Shootout (Experts Only)

KTM RC 390 Cup (6 laps) (Experts and Amateurs)

KTM RC 390 Masters (6 laps) (Experts and Amateurs)

UltraLightweight Shootout (Experts and Amateurs)

2.2 Standard

Formula Open (Separate Expert and Amateur classes)

Formula Middleweight (Separate Expert and Amateur classes)

Formula Twins (Separate Expert and Amateur classes)

SuperSport Open (Separate Expert and Amateur classes)

SuperSport Middleweight (Separate Expert and Amateur classes)

2.3 Sportsman

250 SuperSport (Separate Expert and Amateur classes)

350 SuperSport (Separate Expert and Amateur classes)



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Formula 40/ Formula 40 MW / Formula 40 LW (Experts and Amateurs)

Formula 2 (Experts and Amateurs)

FemmeWalla & FemmeWalla Lightweight (Experts and Amateurs)

3 General Machine Requirements

All work must be done in a safe manner to the satisfaction of the Technical Inspector. Anything that so much as looks unsafe will be required to be changed, modified or removed. Don't cut corners here. Equipment failure due to poor preparation can be disastrous.

3.1 Numbers

Numbers must be able to be read by scorers and by corner-workers, even if the machine is lying on its side after a crash. Place them however you want, but if they cannot be seen, you may not be scored, and race officials reserve the right to remove your vehicle from the racetrack until you have some visible numbers on the bike. If numbers are not legible to the manual scoring team, a racer may be required to manually score a race. **Numbers must be a minimum of 6" tall.**

- Expert racers must have black numbers on a white background.
- Amateur racers must have black numbers on a yellow background.
- The background must extend at least 1" past the edge of the number

3.2 Safety Wire

- Drain plug
- Oil filter
- Oil Cap
- Any bolt or hose that carries oil. However, oil galley bolts (those that run to the oil cooler, etc.) may be silicone glued.



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- Radiator cap
- Water pump drain plug
- Axles and/or axle nuts, except in the case of axle sliders that prevent the safety-wiring of axles/axle nuts.
- Caliper bolts. Recessed or flush-mounted Allen head rear caliper bolts may be silicon glued. This applies only to this type of bolt.
- Fork pinch bolts (one may be removed from motorcycles with two on a side)

3.3 Video Cameras

- Any type of video camera tethered to the motorcycle
- No helmet mounted cameras

3.4 Brakes & Brake Guards

- Brakes are required front and rear.
- Front Brake Lever Guard required

3.5 Belly Pan

A fluid retention pan that will hold all of the oil and coolant on the motorcycle is required. Foil pans will not be allowed except in the case of a temporary repair for a motorcycle that has been crashed that weekend (Saturday or Sunday).

3.6 Oil Filter

OEM Replacement Only (no aftermarket)

3.7 Radiator Fluid

Only water, Water Wetter and Cool Aid are allowed as coolant.

3.8 Case Covers

Left and Right Aftermarket Case Covers are required for all motorcycles for which such covers are readily commercially available.

3.9 Side Stand

Remove side stand



3.10 Tech Inspection

Machines will be inspected prior to being allowed on the track. Tech inspection is required only once per race weekend unless the machine suffers a crash or mechanical. Lowers must be removed for tech inspection. Race officials may also use tech inspection to determine whether a machine is legal for a given class.

4 Class Requirements:

4.1 Formula

Displacement rules only. Wheels must be mostly visible from side. Front fender must be rigidly attached to forks (no dustbin fairings).

4.2 SuperSport

Displacement rules. This class is intended to be a rider's class, not a tuner's class. If you want to build a motor, race in the Formula classes. Any cheating or bending the rules here will not be tolerated; especially since you've been given a category where you can do anything you want to the bike. If you want to tune, develop, or advance the art of motorcycle design, race Formula.

What we envision here are bikes with pipes, fuel injection boxes, aftermarket shocks and modified front stock suspension components. Put whatever bodywork, windscreens, master cylinders, foot pegs, tires, etc., you want on your bike. But the core of the motorcycle and its major components will remain stock. This is the intent of the class, and rules disputes will be resolved with this intent in mind.

4.2.1 Engine

Stock unmodified pistons specific to that bike, stock unmodified rods, stock unmodified cams specific to that motorcycle in their original locations (no cam swaps). Stock valves. Stock unmodified crankshaft (no polishing). No porting anywhere in the induction system. Unmodified throttle body assemblies or carburetor bodies stock to the specific motorcycle (internals can be changed). Stock unmodified air box with a filter. All snorkels, etc., are required.



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Just as a courtesy, this is what we envision among the permitted engine/power plant modifications. Go beyond this list at your peril.

- Valve job
- Decking head and/or thinner gaskets.
- Changing cam sprockets for degreeing purposes.
- Changing bearings.
- Transmissions may be undercut.
- Aftermarket slipper clutch.
- Manual chain tensioners.
- Lightened stock flywheel.

4.2.2 Electronics

Open

4.2.3 Frame

Stock unmodified frame (aftermarket subframes and fairing stays are allowed).

4.2.4 Swingarm

Stock unmodified swingarm.

4.2.5 Forks

Stock unmodified fork externals (internals can be modified or replaced) and stock unmodified triple clamps.

Aftermarket fork caps are permitted.

4.2.6 Wheels

Stock wheels.

4.2.7 Brakes

Stock brake calipers.

Aftermarket replacement rotors are legal as long as they are of like materials to OEM. (example: stainless replaced with stainless)

Full floating is legal.



4.2.8 ULWS Shock Linkage

For UltraLW (250/350SS and UltraLWShootout) classes, GSXR shock-linkage mod is OK

5 Competition Classes

Displacement limits are absolute. Tires are open in all classes. All references are to four-stroke engines unless specifically noted.

5.1 Formula

Open: Unlimited Displacement.

Middleweight: Inline four- cylinder machines up to 640cc, three-cylinder machines up to 701cc, twins up to 877cc. 250cc, two-stroke GP machines are legal.

Twins: Four-Stroke Two-cylinder machines up to 700cc. Four cylinder machines to 500cc. Air-cooled, two-valve-per cylinder Twins to 1000cc. All Singles.

5.2 SuperSport

Open: Unlimited OEM Displacement.

Middleweight: Inline four-cylinder machines up to 600cc, three-cylinder machines up to 675cc, twins up to 853cc. Kawasaki ZX-6R 636cc at OEM displacement with OEM pistons.

5.3 Sportsman

Formula 2: Two-stroke GP bikes. Two-stroke street-only machines. Four- stroke two-cylinder machines up to 700cc. Four-stroke, four cylinder machines to 500cc. Air-cooled, two-valve-per- cylinder Twins to 1000cc. All Singles.

250 SuperSport: Four-stroke street-based twins up to 250cc.

350 SuperSport: Supersport rules. Four-stroke street-based twins up to 350cc and four-stroke street-based singles up to 400cc. ULWS-legal 250Rs and CBR250Rs/300Rs.

FemmeWalla: Any machine, any age rider, must be female.

Femmewalla Lightweight: Any machine of Formula 2 rules, any age rider, must be female.



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Formula 40: Any machine, any gender. Rider must be more than 40 years old at the time the race day begins.

Formula 40 Middleweight: Any machine of Formula Middleweight rules, any gender. Rider must be more than 40 years old at the time the race day begins.

Formula 40 Lightweight: Any machine of Formula 2 rules, any gender. Rider must be more than 40 years old at the time the race day begins.

KTM RC 390 Cup: With the exception of number plates, machines must adhere to the current MotoAmerica KTM RC 390 Cup Rules as of race day. Including suspension, tires, engines, etc. Riders must also meet the age requirements of the MotoAmerica KTM RC 390 Cup and be between 14 and 22 on the day of the event.

Review the rules here:

<http://www.motoamericaregistration.com/competitor-info/>

Number plates must adhere to CVMA rules [see section 3.1]

KTM RC 390 Masters: Open to Street and Cup versions of the KTM RC 390 and machines must meet formula rules. No restrictions on tires or age.

6 Race Formats

Unless otherwise noted, all races will be six laps in length.

6.1 Sprint Races

Sprint races will be held each Saturday and Sunday of race weekend:

- Formula Open
- SuperSport Open
- Formula Middleweight
- SuperSport Middleweight
- Formula Twins
- Formula 2



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- Ultra Lightweight Shootout
- F-40
- F-40MW
- F-40LW
- FemmeWalla
- FemmeWalla Lightweight
- 250 Supersport
- 350 Supersport

6.2 Shootouts

Experts only except as noted.

The Shootout (10 laps): Open to all motorcycles that meet the general machine requirements.

Lightweight Shootout (8 laps): Open to all motorcycles that meet Formula2 requirements. 250 SuperSport machines excluded.

KTM RC 390 Cup & KTM RC 390 Masters (6 laps): Open to novice and experts that meet the requirements specified in Section 5.3

Ultra Lightweight Shootout (6 laps Saturday and Sunday): Formula rules. Four-stroke twins up to 321cc and four-stroke singles up to 374cc (Yamaha R3 and KTM RC390 must use stock pistons).

7 Practice

Practice in four timed groups:

Group A: 1:57.9 and lower lap times

Group B: 1:58.0 – 2:01.9 lap times

Group C: 2:02.0 – 2:09.9 lap times

Group D: 2:10 and higher lap times



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Racers will be assigned to a practice group at Registration.

Group assignment will be based on prior qualifying times.

If a racer does not have a qualifying time from a previous event or a previous group assignment, they will be initially assigned to a practice group as follows:

Open Machines = Group A

Middleweight Machines = Group B

Lightweight Machines = Group C

Ultra Lightweight Machines = Group D

8 Qualifying

Grids for the sprint and Shootout races will be set by timed qualifying after Saturday practice. Riders will post one qualifying time per motorcycle. That time will be used to grid the rider in each class for that motorcycle. If a rider wants to qualify more than one motorcycle, they must notify timing and scoring officials prior to the start of qualifying.

Qualifying groups are as follows:

- Open Expert
- Open Amateur
- Middleweight Expert
- Middleweight Amateur
- Lightweight
- Ultra lightweight (Formula Singles, 250 SuperSport, SuperSport) 350

9 Flags

Green: Track is open.

Standing Yellow: Use caution, passing permitted.



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Waving Yellow: Caution, passing not permitted.

Red and Yellow Stripes: Debris, objects or fluids are on the track. Slow down and proceed with caution.

Red: Race is stopped. Reduce to a safe pace and proceed to track exit.

Black: Something is wrong with your motorcycle, you must leave the racing surface in a non-impact area immediately and wait for the crash truck. Procedure:

1. Signal, to alert riders behind you.
2. Move off the racing line.
3. Exit the racing surface. At no time is a rider to stop on the racing surface or in an impact area.

White with Red Cross: Safety vehicle near circuit.

Crossed flags: A courtesy to let you know the race is half over.
White: Final lap. A courtesy flag.

Checkered: Race is complete.

Black with Red Circle (meat ball): Will be displayed along with a number board to show a rider he/she has jumped the start, and will be assessed a 5 second penalty.

9.1 Yellow Flag Incidents

In the event of an on-track incident that requires a waving yellow flag, a standing yellow flag will be displayed to warn riders that a no-passing zone is ahead. Once beyond the waving yellow flag, no passing will be permitted until the racers proceed beyond a waving green flag at the next flagging station.

9.2 Race Starts

Once the field has completed its out lap and has taken the grid, the starter will raise a "2" board. After that, a "1" board will be displayed. The "1" board will be turned sideways. The race may begin at any moment after that. The race begins when the green flag begins to move. A jumped start will be penalized with 5 seconds added to the end of their race time.



10 Protests

Any racer entered in a given race may file a protest against another racer in that race. Unofficial results will be posted, and the **protest must be filed within 30 minutes of unofficial results being posted**. If no protest is received, the unofficial results become official.

Race club officials reserve the right to inspect machines for compliance with class rules.

Upon receipt of a protest, complete with fees, a racer must comply with race official directions in order to inspect the parts of the vehicle under protest. The racer may elect to disassemble the motorcycle themselves under the supervision of the club or may allow a designed club official or mechanic to perform the disassembly.

A protest that requires a visual inspection without any disassembly of the motorcycle will require no fee from the protesting rider.

If the motorcycle is found to be in compliance with the regulations, the motorcycle will be returned to the protested rider and the protest fee will be given to the rider to pay for re-assembly.

If the motorcycle is not in compliance, the protest fee will be returned to the protesting racer. The motorcycle will not be re-assembled.

In addition to protests requiring only visual inspections, protests can seek to inspect cams and carbs/fuel injectors, inspect the cylinder head and pistons, or inspect the crank and connecting rods. Prices for each will be as follows:

- Visual inspection: Free
- Remove Valve Cover: \$300
- Remove Cylinder Head(s): \$750
- Case Disassembly: \$1,200

Results of race official inspections and protests will be published on the club web site.



11 Penalties

First, **DON'T CHEAT**. It is the responsibility of the rider to be aware of all rules and to comply with them. "I didn't know" does not absolve the rider.

Since every one of the rules that applies to SuperSport bears directly on performance, there will be no warnings. Either comply or please go race elsewhere.

If a machine entered in a SuperSport class is found out of SuperSport compliance prior to a race; that machine will be forced to run in the Formula class on that day and the rider will be warned that their machine must pass a detailed inspection prior to being allowed to race in SuperSport again.

If a machine is found to be out of compliance with SuperSport regulations after a race, the rider will be disqualified. The rider will be stripped of all points earned in that class that season.

11.1 Penalty for Jumped Start.

If you jump the start, you will be assessed a 5 second penalty. Riders who jumped the start will be signaled via a # board displayed at start finish along with meatball flag.

11.2 Penalties from Race Direction

The Race Director may penalize a rider for an infraction on the track or in the paddock. Such penalties may range from nominal monetary fines to disqualification from a race to exclusion from future club activities.



12 On-Track Regulations

Racing is a risky sport that is inherently dangerous. It is the responsibility of the rider making the pass to do so safely – which means, generally, without contact or running another rider off the track. We understand that this is racing and accidents happen, but our primary goal is safety. **Avoidable contact will not be tolerated.** The first such incident will result in a warning and a stern talking-to from race officials. Subsequent incidents will result in penalties including but not limited to loss of points, exclusion from results, monetary fines and/or exclusion from the club.

In the event of a crash (defined as the motorcycle hitting the ground) the rider may not re-enter the track but must wait for the crash truck to pick them up.

The Race Director may impose such penalties as are necessary to ensure the integrity of the race weekend. Racers must obey all instructions by race officials or corner workers. Failure to do so will result in penalties up to and including expulsion from the club.

Riders who, in the judgment of the Race Director, are not physically or mentally capable of controlling a racing vehicle will be prevented from entering the track. The Race Director's decision cannot be appealed.

Only racers who hold a license in good standing with CVMA will be allowed to participate in race events. All paperwork – medical information, health insurance, etc. – must be complete and on file with club officials for a license to be considered in good standing. Licenses are valid for a 12-month period from the date of purchase. **Licenses may be revoked by race officials at their discretion.**



12.1 Hot Pit and Mechanic License

The hot pit lane is part of the racetrack. Only people with a valid Mechanic License in their possession will be allowed onto the hot pit lane. The license is \$50 for the season and is available through registration at the track or through CVR. The license is issued to the racer, who may issue it to anyone in their crew. Anyone found on the hot pit lane without a Mechanic License will be fined \$50 and may be ejected from the track. Riders are responsible for the actions of their crew members.

Any violation that results in a rider being ordered to come into the pits and report to a pit official requires the rider to come to a complete stop when reporting to a pit official. Not coming to a complete stop in the pits will result in an additional penalty, ranging from a fine to disqualification to expulsion from the club.

13 Off-Track Regulations

Club members must obey all rules of Chuckwalla Valley Raceway at all times. Failure to do so or behavior that poses a danger to others (speeding excessively through the pits, etc.) will not be tolerated and can result in fines or expulsion from the property.

Riders are responsible for the behavior of their crew members and guests.

Riders must attend meetings and discussions at the track as directed by race officials.

If you have a problem with another rider, bring up the issue with race officials or the Race Director. Do not "settle things on the track" or with your fists.

13.1 Fire Extinguisher

A fire extinguisher is required in every pit.

13.2 Contingency Forms

Contingency forms are provided on the website as well as at registration. These forms must be completed and returned to Tech prior to the start of the races. Some manufacturers require a contingency form for each day of racing, please check their requirements when completing your forms.



14 Appeals

The judgment of the Race Director cannot be appealed on race weekend. Any appeal of such a decision must be made in writing within five days of the end of the event. Any evidence in support of such an appeal must be included as part of that appeal. The appeal and all evidence will be reviewed by the club's Board of Directors and a ruling will be issued prior to the next race meeting.

15 Class Championships

The rider who accumulates the greatest number of points in a given Expert or Amateur class throughout the season will be declared champion of that class.

16 Points

Points for each race will be awarded as follows:

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



17 Competition Numbers

Competition Numbers 1 through 5 will be awarded to the top five finishers in The Shootout class for the previously completed season.

Competition Numbers 6-10 will be determined by the top five racers based on total number of points earned across all classes during the previously completed season.

If a racer earns a top five in The Shootout AND is in the top five total points for the previous season, their top 5 number will supersede the 6-10 number, opening that spot for the next racer in line.

Competition numbers 11 and above are assigned on a first come first service basis.

2-Digit competition numbers are reserved for Expert Racers only.

New licensees/Amateurs may select whatever 3-digit number is available.

17.1 Reciprocity License Numbers

Racers competing under a reciprocity license may use their current competition number from another sanctioning body. The letter "X" will be added to their current competition number in CVMA's timing/scoring system. A reciprocity license expires at the end of the event.

**Racers may use a Reciprocity License for no more than 3 events in any given season.

17.2 Pro Racer License Numbers

A professionally recognized racer, who does not wish to purchase a CVMA license, may use their current competition number from another sanctioning body. The letter "X" will be added to their current competition number in CVMA's timing/scoring system. A pro racer license expires at the end of the event.

18 Amateur Division

Amateur divisions are for the racers learning how to race.



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Amateur classes will be open to anyone who has completed the New Racer School and all of its requirements, or holds an amateur license with another recognized sanctioning body. The following are amateur specific race classes:

- Formula Open
- SuperSport Open
- Formula Middleweight
- SuperSport Middleweight
- 250/350 Supersport
- Ultra Lightweight Shootout

Once you have completed the NRS or have been issued an Amateur license, you may race in the Open, Middleweight or Twins Amateur races. Such races will be scored in the same manner and will award points in the same manner as Expert races.

Amateur racers who opt to participate in any Sportsman class will be gridded in accordance with their qualifying time.

Any amateur that accumulates 100 points or more, during the course of a season, shall be bumped to Expert for the next racing season. At any point during a season, an Amateur Racer may make a request to the Race Director to be bumped to Expert prior to accumulating the required amount of points

The Race Director, in his/her sole and absolute discretion, shall have the authority to grant or deny, as the case may be, any and all requests made by an actively licensed Amateur Level competitor to be promoted to Expert Level, regardless of points tallied. For example: **Racers who do not demonstrate Expert-level motorcycle control will not be promoted, and racers who are riding at an Expert level will not be permitted to remain an Amateur.**

The Race Director shall have the authority to promote or demote, as the case may be, any Expert or Amateur racer, in his/her discretion, even if a request is not made by a racer.



19 Registration

All competitors must complete, execute and return the following documents prior to obtaining any type of license (i.e. expert, amateur, reciprocity):

- License Application
- Medical Release
- General Release
- Flag Form

These forms can be found on the CVMA website, www.cvmaracing.com. First time licensees must also present a valid New Racer School Certificate from a recognized sanctioning body.

There is a \$25.00 post-registration fee. This fee applies to those Racers who have a valid login but failed to register prior to the cut-off time. New Racers and Reciprocity Racers are exempt from this fee.

19.1 Reciprocity

Reciprocity Racers or Racers holding a valid license with another sanctioning body must present a copy of such license.

19.2 Annual Race License

Annual Race License: \$120.00 (valid 12 months from date of issue)

Upon obtaining an Annual Race License, a competitor shall receive a username and password to login into the Registration Software. Pre-Registration for each round is open until 11:59pm of the Wednesday before the event.