CHUCKWALLA VALLEY MOTORCYCLE ASSOCIATION

For Racers. By Racers.

2026-2027 Winter Series Rulebook

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1 Introduction & Contact

1.1 Introduction

The Chuckwalla Valley Motorcycle Association (CVMA) aims to provide fun and safe motorcycle road racing. The Formula classes focus on encouraging development and technological advancements. The SuperSport classes are designed to promote racing motorcycles with minimal performance modifications, keeping costs manageable. The Sportsman classes offer a space for a wide variety of racers to enjoy the racing experience.

Race officials will interpret all rules according to these guiding principles. If you have any questions, do not hesitate to ask. Club officials may issue competition bulletins to clarify rules or address specific models, classes, and modifications.

Important: If this rulebook does not explicitly state that you can do something, then you cannot do it.

If your motorcycle's engine configuration does not fit into any of the race classes listed, it is not eligible to compete in CVMA. Please refer to **Section 3 Competition Classes** for more information.

1.2 Contact

For general licensing and registration questions: **info@cvmaracing.com**

For technical inspection questions: **tech@cvmaracing.com**

For rulebook-related questions: **racedirector@cvmaracing.com**

For Spanish-speaking racers: **coordinador@cvmaracing.com**

For vendor/sponsor questions: **marketing@cvmaracing.com**

1.3 Getting Started

Welcome to the **Chuckwalla Valley Motorcycle Association** (CVMA)! You're about to join some of the most exciting and competitive motorcycle racing in the country, and we're here to help you every step of the way. Whether you're a seasoned racer or just starting out, our community is built on passion, safety, and support.

To get started, take some time to familiarize yourself with this rulebook and explore our website at cvmaracing.com. Apply for your license, and don't hesitate to reach out if you have any questions. We're here to help make your racing experience as smooth and enjoyable as possible. Contact us anytime at info@cvmaracing.com.

We look forward to seeing you on the track!

2 Licensing & Registration

2.1 Licensing

To obtain any type of license Pro, Expert, Amateur, or Reciprocity), all riders must complete, sign, and submit the following documents:

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

These forms are available on the CVMA website: www.cvmaracing.com.

Prospective CVMA racers must also present either a valid CVMA New Racer School (NRS) Certificate or a license from a recognized road racing sanctioning body.

2.1.1 CVMA License Types

Pro License: Any racer who has held a professional race license (e.g., MotoAmerica) within the last 5 years is required to obtain a **CVMA Pro License**. Racers with a Pro License may compete in all Expert Classes but will not receive points in "Cup" classes

Expert License: A racer who has accumulated enough Amateur points or holds an Expert License with another recognized club must obtain a **CVMA Expert License**.

Amateur License: A racer who is new to racing, does not have enough points to advance to Expert status, or holds an Amateur License from another organization is required to obtain a **CVMA Amateur License**.

2.1.2 CVMA License Fees

A CVMA License (Pro, Expert, or Amateur) costs $175.00 and is valid for the entire season.

Prorated License Fees: Beginning at Round 4, the license fee is reduced

by $25 per round for the remainder of the season.

2.1.3 Reciprocity Racers

To compete in CVMA, Reciprocity Racers must present a valid license from another sanctioned road racing organization.

- The reciprocity license expires at the end of each event.
- Reciprocity license holders may participate in the Sunday Shootouts. However, to be eligible to collect a purse and points, the racer must hold a valid CVMA License before the start of the race.
- Racers may use a Reciprocity License for up to three (3) events in any CVMA season. After that, they must purchase a full CVMA License.

2.2 Registration Event Entry Fees

Event fees for CVMA races are as follows:

- **Registration Fee:** $50
- **6-Lap Race Entry Fee:** $70
- **Shootout Race Entry Fee:** $100

3 Competition Classes

Displacement limits in all classes are absolute. Any tires may be used in any class. Unless specifically noted, all engine references pertain to four-stroke engines.

3.1 Formula Classes

The Formula classes in CVMA aim to accommodate a wide range of motorcycle configurations and skill levels while maintaining safety and competition integrity. Each class is defined by specific engine configurations, displacement limits, and eligibility criteria.

Formula Open (Separate Pro/Expert Race and Amateur Race)

- Displacement: Unlimited
- Open to both Experts and Amateurs, competing separately.

Formula Open Cup (Experts only)

- Runs concurrently with Formula Open
- Racers will get Trophies and Class Championship points [Points do not count toward Overall Points]
- Same Rules as Formula Open

Formula Superbike (Pro/Expert Only) - Will run with SuperSport Open

- Displacement: Unlimited
- Formula Open rules

Formula Middleweight (Separate Pro/Expert Race and Amateur Race)

- Eligibility: Same as Middleweight Shootout.
- Specifications: Based on 2026 MotoAmerica Supersport + Next Gen equipment rules.
- For details, see Section 3.3.2 Middleweight Shootout.
- CVMA reserves the right to update the Rulebook to 2026 MotoAmerica rules once the official 2026 MA rulebook is released [except a newly homologated motorcycle]

- All Supersport Middleweight are legal for Formula Middleweight

Formula Middleweight Cup (Experts only)

- Runs concurrently with Formula Middleweight
- Racers will get Trophies and Class Championship points [Points do not count toward Overall Points]
- Same Rules as Formula Middleweight

Formula Twins (Combined Pro/Expert and Amateur classes)

- Engine Configuration:
  - Four-stroke, two-cylinder motorcycles up to 800cc
  - Air-cooled, two-valve-per-cylinder Twins up to 1000cc
  - All Singles
  - GSX-8R/S is eligible, but must follow MotoAmerica Balancing Rules: MotoAmerica Suzuki GSX-8R/S Technical Bulletin
- Exclusions: No MotoGP bikes of any kind. Triple Cripples are NOT allowed.
- Experts and Amateurs will race combined, but will have separate results

Formula 2 (Combined Pro/Experts and Amateurs)

- Engine Configuration:
  - Two Cylinder, Two-stroke 250cc U.S.- sold GP bikes (e.g., TZ250/RS250)
  - Two Cylinder, Two-stroke U.S. Street/production-based motorcycles up to 400cc
  - Four-stroke, two-cylinder motorcycles up to 800cc
  - GSX-8R/S is eligible, but must follow MotoAmerica Balancing Rules: MotoAmerica Suzuki GSX-8R/S Technical Bulletin
  - Four-stroke, three-cylinder motorcycles up to 500cc [Triple Cripples ARE allowed]
  - Four-stroke, four-cylinder motorcycles up to 500cc
  - Air-cooled, two-valve-per-cylinder Twins up to 1000cc
  - All Singles

- Exclusions: No MotoGP bikes of any kind.

Formula Ultra Lightweight (Combined Pro/Experts and Amateurs)

- Rules: Formula rules apply.
- Eligibility: U.S. street/production-based motorcycles only.
- Engine Configuration:
    - Four-stroke, two-cylinder engines with a max 2mm overbore and stock stroke, up to 500cc
    - Four-stroke street-based singles up to 450cc
    - Four-stroke, U.S. street/production-based 4-cylinder engines up to 400cc

CVMA Hooligans (Combined Pro/Experts and Amateurs)

- Engine Configuration:
    - Multiple engine types, following MotoAmerica's SuperHooligan class guidelines
- Compliance:
    - Originally equipped air-cooled Twin Engine, minimum displacement of 750cc normally aspirated
    - Originally equipped air-cooled Twin Engine, minimum displacement of 750cc force induction
    - Water-cooled, four-stroke triple-cylinder engines, max displacement of 900cc
    - Water-cooled, four-stroke twin engines, min displacement of 750cc
    - Electric street-legal production motorcycles with a single motor (no MX or dual-sport electric bikes)
- Handlebars: Top-mounted handlebars only ("high bar bike"), no clip-ons permitted.
- OEM Production Horsepower: Max 128 HP
- Minimum Weight: 377 pounds
- Note: Modified in some areas to meet CVMA General Rules. See MotoAmerica SuperHooligan Rules for full details.
- 2026 MotoAmerica Hooligans rules:
    1. 2026 MotoAmerica Hooligans Rules
    2. 2026 FIM list of Homologated Motorcycles

3. 2026 FIM Hooligans Eligible Parts for Competition
- If your motorcycle doesn't meet the Hooligans rules and is NOT on the homologation list, it is NOT eligible for the class

CVMA Streetfighters (Combined Pro/Experts and Amateurs)

- CVMA Hooligans Rules

Formula 40 (Combined Pro/Experts and Amateurs)

- Eligibility:
  - Any motorcycle, any gender
  - Rider must be at least 40 years old at the start of the race day

Formula 40 Middleweight (Combined Pro/Experts and Amateurs)

- Eligibility:
  - Any motorcycle following Formula Middleweight rules
  - Any gender
  - Rider must be at least 40 years old at the start of the race day

Formula 40 Lightweight (Combined Pro/Experts and Amateurs)

- Eligibility:
  - Any motorcycle following Formula 2 rules
  - Any gender
  - Rider must be at least 40 years old at the start of the race day

Formula 40 Ultra Lightweight (Combined Pro/Experts and Amateurs)

- Eligibility:
  - Any motorcycle following Formula Ultra Lightweight rules
  - Any gender
  - Rider must be at least 40 years old at the start of the race day

FemmeWalla (Combined Pro/Experts and Amateurs)

- Eligibility:
  - Any motorcycle
  - Any age rider
  - Rider must be female

FemmeWalla Ultra Lightweight (Combined Pro/Experts and Amateurs)

- Eligibility:
  - Any motorcycle following Formula Ultra Lightweight rules
  - Any age rider
  - Rider must be female

3.2 SuperSport Classes

The SuperSport classes are designed to encourage competition on motorcycles with minimal performance modifications, keeping costs manageable and focusing on rider skill. All classes follow the principle that if the rules do not explicitly allow a modification, it is not permitted.

Supersport Open (Separate Pro/Expert Race and Amateur Race)

- Eligibility: Unlimited OEM Displacement.

Supersport Middleweight (Separate Pro/Expert Race and Amateur Race)

- Engine Configuration:
  - Inline four-cylinder motorcycles up to 600cc
  - Kawasaki ZX-6R with OEM displacement of 636cc and OEM pistons
  - Three-cylinder motorcycles up to 675cc
  - Twin-cylinder motorcycles up to 850cc
- Rules:
  - Displacement rules apply.
  - U.S. street bike-based motorcycles only.
  - Stock bore and stroke only.
  - This class is intended to be a rider's class, not a tuner's class.

- No bending of the rules will be tolerated.
- No Next Gen Middleweight (M/W) bikes allowed.

500 SuperSport (Separate Pro/Expert Race and Amateur Race)

- Engine Configuration:
  - Four-stroke, U.S. street/production-based two-cylinder engines up to 500cc
  - Four-stroke, U.S. street/production-based 4-cylinder engines up to 400cc
  - Four-stroke street-based singles up to 450cc
- Rules:
  - Displacement rules apply.
  - U.S. street bike-based motorcycles only.
  - Stock bore and stroke only.
  - This class is intended to be a rider's class, not a tuner's class.
    No bending of the rules will be tolerated.

350 SuperSport (Separate Pro/Expert Race and Amateur Race)**:**

- Engine Configuration:
  - Four-stroke, U.S. street/production-based two-cylinder engines up to 350cc
  - Four-stroke street-based singles up to 400cc
  - Formula ULW-legal 250Rs and CBR250Rs/300Rs
- Rules:
  - Displacement rules apply.
  - U.S. street bike-based motorcycles only.
  - Stock bore and stroke only.
  - This class is intended to be a rider's class, not a tuner's class.
  - No bending of the rules will be tolerated.

3.3 Shootouts (Sunday Only)

The Shootout classes are CVMA's premier racing events, featuring longer

race durations and larger cash payouts compared to standard classes. These races are held exclusively on Sundays and are designed to showcase the top competitors in their respective categories.

For details on Shootout purse payouts and eligibility, see Section 10

3.3.1 **The Shootout** - 10 laps, Sunday Only (Pro & Experts Only)

Formula Open Rules

3.3.2 **Middleweight Shootout** - 10 laps, Sunday Only (Pro & Experts Only)

The Middleweight Shootout follows the 2026 MotoAmerica Supersport + Next Gen rules, including:

4. 2026 MotoAmerica Supersport Next Gen Rules
5. 2026 FIM list of Homologated Motorcycles
6. 2026 FIM Eligible Parts for Competition

However, the following exceptions apply:

- Number Plate Colors: Must adhere to CVMA rules (except for current MotoAmerica competitors).
- Tire Allotment: There are no restrictions on tire allotments.
- Fuel Type: Any gasoline may be used. Prohibited fuels: Nitrous, Nitromethane, or other special fuels.
- Tank Foam: Not required.
- Rear Safety Light/Rain Light: Not required.
- Chain Guards: Can be removed, even if incorporated into the rear fender.
- Disregarded Rules:
    - Rule 2.5.10 (see MotoAmerica regulations for reference)
    - Rule 2.5.10.10.B, C, and I (see MotoAmerica regulations for reference)

3.3.3 **Lightweight Twins Shootout** - 8 laps, Sunday Only (Pro & Experts Only)

Formula Twins Rules

3.3.4 **Ultra Lightweight Shootout** - 8 laps, Sunday Only (Pro/Experts, & Amateurs)

Formula Ultra Lightweight rules

3.4 Cup Classes

The **Formula Open Cup** and **Formula Middleweight Cup** are "race-within-a-race" classes designed to specifically recognize Expert-level racers competing within the broader Formula Open and Formula Middleweight classes.

Race Format:

- These Cup races run concurrently with their parent classes.
- The parent classes include both Pro and Expert license holders, with points awarded based on overall finishing order.
- The Cup classes will only award points to Experts within the race.

Cup Class Points and Awards:

- **Parent Class Points:** All riders (Pro and Expert) earn points based on their overall finish position within the race.
- **Cup Class Points:** Only Expert riders are eligible, and points are awarded based on the Expert finish order within the race.
    - Example: If you place 7th overall in Formula Open, you receive 9 points in the parent class. However, if you are the first Expert to finish, you also receive 25 points in the Formula Open Cup class.
- **Separate Standings:** Cup points do not count toward the overall season points but are tracked separately to determine Cup trophies and class championships.

3.5 Provisional Race Classes

Provisional race classes are established based on the number of regular

participants over a season. CVMA uses this status to provide an opportunity for new classes to grow and potentially become a permanent part of the race schedule.

- **Class Addition:** If a provisional class consistently attracts enough participants, it may be added to the regular race schedule.
- **Class Removal:** Classes that consistently lack participation may be placed on provisional status or removed entirely from the schedule.

Points and Awards:

- Provisional classes will not be awarded points.
- Provisional classes will not receive race trophies or season championships.

To become an official class, the provisional class needs to average 8 racers per round over a season.

Formula 50 (Combined Pro/Experts and Amateurs)

- Eligibility:
    - Any motorcycle legal for:
        - Formula Open
        - Formula Middleweight
        - Formula 2
        - Ultra Lightweight bikes are NOT allowed
    - Any gender
    - Rider must be at least 50 years old at the start of the race day

4 Motorcycle Requirements

4.1 General Motorcycle Requirements

All motorcycle modifications and preparations must meet the satisfaction of the Technical Inspector. Any component or modification that appears unsafe will be required to be fixed or removed. Do not cut corners. Equipment failure due to inadequate preparation can have serious consequences.

It is the racer's responsibility to ensure their motorcycle conforms to all regulations outlined in this rulebook before arriving at Tech Inspection. For guidance, refer to the Tech Inspection Checklist in the Appendix or on the CVMA website.

If you have questions or concerns, please address them before race weekend by emailing tech@cvmaracing.com.

4.1.1 Safety Wire

Safety wire must be applied in a way that prevents bolts, caps, plugs, or other fasteners from loosening. For examples and best practices, visit https://cvmaracing.com/forms-rules/tech-corner/

Required Safety Wiring:

1. Oil Drain Bolt:
    - Includes the upper oil gallery drain plug on Yamaha R6/R3.
2. Oil Filter (Hose Clamp):
    - The hose clamp must be safety wired to itself to prevent loosening.
    - The clamp must then be wired to a stationary part, in the direction that tightens the filter, to ensure the clamp/filter assembly cannot loosen.
    - If the clamp can be positioned against a fixed area that prevents

spinning, wiring to a stationary object is not required.
- This configuration must meet the satisfaction of Tech Officials.

Note: If the filter is equipped with a safety wire hole, a hosed clamp is not required. However, it must be properly wired in the direction that tightens the filter.

3. Oil Filler Cap (and Dipstick, if present):
    - Must be hardwired. No clips are allowed.
4. Oil Carrying/Returning/Retaining Bolts and Hoses:
    - Fittings and bolts connected to oil coolers, crankcase oil galleries, or infrequently removed components may use a dab of JB Weld or similar epoxy-type product (no silicone-based products) between the bolt and its mating surface.
    - Example: Yamaha R6/R3 upper right side of the cylinder head and lower crankcase oil gallery plugs.
5. Radiator Cap:
    - A tethered clip is acceptable instead of hard wiring, as long as it is tight enough to prevent cap loosening.
6. Water Pump Drain Plug:
    - Must be safety wired.
7. Front Axle and/or Axle Nuts:
    - Safety wiring is required unless axle sliders are present, preventing wiring.
    - If the axle nut is wired and there are pinch bolts on the opposite side, the axle itself does not need wiring.
    - If the axle screws into the opposite fork or has a nut, it must be wired if there isn't a pinch bolt on the side from which the axle is removed.

8. Front and Rear Caliper Bolts:
    - Must be safety wired.
    - Recessed or flush-mounted Allen head rear caliper bolts that are rarely removed may use a dab of JB Weld or similar epoxy-type product.
    - Front caliper bolts can be hardwired or use clips and must be safety wired when going through tech.
    - Exceptions: BMW1000RR and Triumph Street Triple 765RS rear calipers do not require safety wiring.
9. Fork Pinch Bolts:
    - All pinch bolts must be installed.
    - If two bolts are present per fork leg, only one per leg must be safety wired.
    - For motorcycles with two pinch bolts per fork leg, a non-wired clip may be installed through pre-aligned drilled holes when properly torqued.
    - If the front axle has a nut, the pinch bolt closest to the axle nut must be wired to the nut.
    - If the axle lacks a nut, wire one of the bolts on the opposite side of the threaded fork.
10. Rear Axle Nut:
    - Must be either hardwired or safety wired with a clip.
    - The rear axle itself does not require wiring.

Temporary Fixes:

- Silicone-type products may be used as a one-time temporary fix if proper materials are unavailable. This is at the discretion of race direction.

- If Tech grants a one-time exception, it will be documented. The issue must be corrected by the next round, or the motorcycle will not pass tech.

4.1.2 Video Cameras & Lap Timers

- Any video camera, mobile phone, or lap timer must be securely tethered to the motorcycle.

4.1.3 Brakes & Brake Guard

- Functioning Brakes are required front and rear.

- Front Brake Lever Guard required.

4.1.4 Belly Pan

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

If it is noticed that a belly pan is not up to spec, you will be required to fix it before entering the track.

4.1.5 Oil Filter

OEM Replacement or High-Quality Aftermarket Filters from the following brands: K&N, Fram, HiFlo, Bikemaster, STP, and Wix. Other brands may be considered at the discretion of the Race Director (Be advised: Whether or not a given aftermarket filter model is approved for racing is a decision that will be made solely by the CVMA Race Director).

4.1.6 Radiator Guard

A radiator guard, either purchased or made, must be installed over the face of the radiator core.

Note: Choose a material that will not restrict air flow through the radiator and cause your bike to overheat.

4.1.6 Radiator Fluid

Only water, Water Wetter, Ice Water by Engine Ice, and Cool-Aid are allowed in motorcycle radiators and overflow containers. No glycol-based (Antifreeze) products are allowed.

4.1.7 Radiator/Oil Cooler Guard

A radiator and oil cooler guard, either purchased or made, must be installed over the face of the radiator core.

Note: Choose a design that will not significantly restrict airflow through the radiator and cause your bike to overheat.

4.1.8 Engine Case Covers

Approved Left and Right side OEM or Aftermarket engine case covers are required for all motorcycles and must cover at least ⅓ of the surface of the engine case. *Right side R6 covers made by 39N are not approved until further notice.*

4.1.9 Side Stand

Remove side stand and center stand, if applicable.

4.1.10 Toe Guard/protector (Shark Fin)

Must be installed on the chain/belt side, bottom of the swingarm, in a location that prevents objects from entering the chain/rear sprocket area.

4.2 Supersport Requirements

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, footpegs, tires, etc., you want on your bike. However, 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.

All parts must be OE and from the same year as the bike. No updating or backdating of any parts, unless it is a supersession by the manufacturer.

If it doesn't say "You can" modify something, then assume "You can't."

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 and/or carburetor bodies stock to the specific motorcycle (internals can be changed). Stock unmodified air box with a filter. Velocity stacks must remain stock (including the year model of the bike). Aftermarket Air Filter is acceptable.

Just as a courtesy, this is what we envision among the permitted engine/power plant modifications. Push beyond what is listed here at your own risk.

- Valve job
- Decking head and/or thinner gaskets
- Changing cam sprockets for degreeing purposes
- Changing bearings
- Transmissions may be undercut
- Aftermarket slipper clutch

4.2.2 Electronics

Aftermarket data logger-type meters, such as the AiM meters, are allowed. OEM Kit wire harness and ECU are allowed. Aftermarket fuel

injection and engine management electronics are allowed, including piggyback and replacement ECU systems. With exception to Next Gen Middleweight. They must run the approved electronics for that class. No Magneti Marelli type Superbike ignition systems. Aftermarket handlebar control switches and key elimination switches are allowed.

4.2.3 Frame

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

4.2.4 Swingarm

Stock unmodified swingarm. Must use stock linkage. Aftermarket axle blocks and chain adjusters are allowed. Quick-change components are allowed if no swing arm modifications, other than drilling and tapping mounting screw holes, are required.

4.2.5 Forks

Fork internals may be modified or replaced with aftermarket components. Nitrite or DLC coating is allowed. The outer tube may be changed in color only. Quick-change components are allowed.

On models such as R1M or BMW S1000RR, the electronic suspension may be replaced with the standard R1/BMW S1000RR non-electronic forks or non-electronic internals. Aftermarket replacement forks are not permitted.

Aftermarket fork caps are permitted.

Aftermarket triple clamps are not permitted.

4.2.6 Wheels

All SuperSport class motorcycles must use the Original Equipment (OE) wheels applicable to the specific model, trim level, and year.

4.2.7 Brakes

Original Equipment brake calipers. Any Aftermarket brake pads are allowed.

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

Full floating is legal.

Aftermarket brake lines are legal.

ABS Removal is legal.

4.2.8 ULWS Shock Linkage

For UltraLW (500/350SS and Ultra Lightweight Shootout) classes, shock-linkage modifications are allowed.

4.2.9 Chassis

Any aftermarket steering damper is allowed. Any non-obtrusive frame sliders are allowed, to include a stunt cage frame guard. To be determined by the race director. No frame modifications are allowed, other than minor bracket changes to accommodate fairing mounts. Aftermarket subframes of the same material, meaning if it came with carbon fiber or titanium, you can use that or aluminum. Aftermarket lap time/meter assembly mounts are allowed.

5 Numbers

5.1 Number Assignments

Competition Numbers 1 through 10 will be awarded as follows:

#1 The Shootout Class Champion

#2 Middleweight Shootout Class Champion

#3 Twins Shootout Class Champion

#4 Ultra Lightweight Shootout Class Champion

#5-9 Will be awarded to the top five expert racers based on the total number of points earned across all classes during the previously completed season.

#10 Will be awarded to the racer that earns the most points across all amateur classes during the previously completed season and completes the season as an amateur (must race the final round as an amateur).

If a racer earns a top-four number AND is in the top five total points for the previous season, their top 4 number will supersede the 5-9 number, making that number available to the next points earner.

Amateur Racers may select any 3-digit competition number from the list of available numbers (100-999)

Expert Racers may select any 2-digit or 3-digit competition number from the list of available numbers. (11-999)

5.1.1 Reciprocity License Numbers

Racers competing under a reciprocity license may use their current competition number from another sanctioning body. This is providing the competition number is legible, and approved by the CVMA Race Director. The corresponding letter will be added to their current competition number in CVMA's timing/scoring system and needs to be displayed on their front number plate.

H-AHRMA
E-WERA
F-AFM
Z-ASMA
S-CCS
C-CRA

Note: ASMA-case by case evaluation because of difference in participant requirement.

R-CMRA
A-MotoAmerica
M-MRA
U-USBA

W-OMRRA/WMRRA
X- Other

5.1.2 Pro Racer License Numbers

A professionally recognized racer may use their current competition number from the professionally recognized sanctioning body. A corresponding organization letter will be added to the competition number of the racer in CVMA's timing/scoring system.

5.2 Vehicle Number Requirements

Numbers must be able to be read by grid marshals, manual scorers, and by corner-workers, even if the motorcycle is lying on its side after a tip-over. Place them on the front AND side OR tail OR Lower. 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. **Numbers must be legible to the manual scoring team. Numbers must be a minimum of 5" tall.**

- You must run YOUR CVMA number at all times. If you are using another rider's motorcycle for whatever reason, you still must make some sort of "make-shift" plate with your number.
- Expert racers must have black numbers on a white background.
- Amateur racers must have black numbers on a yellow background.
- Easily legible, clear simple font
- Centered on the front
- The numbers cannot touch/overlap each other
- No Additional Numbers: Motorcycles may not display any large numbers (including those within logos or graphics) that are not the rider's assigned competition number, as they may cause confusion for timing, scoring, or race officials.
- Racers without legal numbers may get a 1-weekend pass, but if they do not fix it for a future round, they will NOT be able to race.
- Current MotoAmerica racers may use their competition number, and number plates from that series. This is for your safety, that each racer can be properly identified. Reciprocity License Numbers - See Section 5.1.1

6 Flags & Starting Procedures

6.1 Flags

Green: Motorcycles may enter the track.

Standing Yellow: Use caution; passing is permitted.

Waving Yellow: Use extreme caution; passing is not permitted.

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

Red: Racing session has ended due to track conditions or an emergency situation. Riders must follow normal exit procedures.

Do NOT stop on the track!

Black: When a rider has a black flag pointed at their motorcycle, they must leave the asphalt in a safe area as soon as safely possible and wait for the crash truck.

Black Flag Track Exit Procedure:

1. Signal, to alert riders behind.
2. Move off the racing line.
3. Immediately exit the track in a non-impact zone. Exit the asphalt surface. At no time is a rider to stop on the racing surface or in an impact area.

If a Black Flag is pointed at a group of riders it is the responsibility of each rider to evaluate if their motorcycle is operating correctly. If they deem their bike to be functioning correctly, they may remain on track. On the following lap the rider who received the black flag will have their number shown at Start/Finish on a # board with a black flag. The black flag and racer's number will be displayed at Start/Finish. That rider must then follow the Black Flag Track Exit procedure.

White with Red Cross: Safety vehicle near the circuit.

Crossed flags: A courtesy to let you know the race is half over.

White: Final lap courtesy flag.

Checkered: Race is complete. *Another rider might be close behind, so Do Not immediately chop the throttle or make any erratic maneuvers.

Black with Red Circle (Meatball): Will be displayed along with a number board to show a rider that they jumped the start, and will be assessed a 5-second penalty. There is no “Stop & Go” penalty. Do NOT exit the track.

6.2 Race Starts

Once the field has completed its out/warm-up lap and has taken the grid, the starter will turn on the red lights. After 2 to 5 seconds, the red lights will go off, and the race is officially started. In the event there is a problem on the grid while the red lights are “ON”, the starter will wave the red FLAG to officially halt the start of the race. When the issue is resolved, the start process will start over. Riders must line up with the front of their tire on the grid line.

7 Event Procedures

7.1 Friday Practice

Due to the limited space, Friday Racer Practice is non-refundable, and no credit shall be issued if a rider registers and fails to attend. If a rider is unable to attend the Friday Practice, they may contact CVMA to see if there is a waitlist. A rider may "transfer" their practice entry to another rider who has registered for races during that specific round. You must be registered for races for the same event weekend to register for the Friday Racer practice. Friday Racer practice participation must not be abused. The CVMA Operations Director has oversight of eligible participants.

7.2 Qualifying, Gridding, and Timing

Grids for all races will be set by 2 timed qualifying sessions on Saturday. Riders must post one qualifying time per motorcycle from either session. The fastest time will be used to grid the rider in each class for that motorcycle. If a rider is using the same motorcycle to "race-up" a class, as well as its intended class, he/she must qualify that motorcycle in the intended class only. The rider is not allowed to qualify the same motorcycle in both Class sessions and use their best time from the two Class sessions. However, if a rider has circumstances that he/she was not able to make their designated qualifying session, they may request special circumstances from race direction to qualify in an alternate qualifying session. A properly functioning recognized transponder must be used during all qualifying sessions.

If a rider has two (2) or more motorcycles entered into different classes, he/she must qualify each motorcycle in the appropriate class.

Qualifying groups are as follows:

- Open Expert/Pro
- Open Amateur
- Middleweight Expert/Pro

- Middleweight Amateur
- Lightweight
- Ultra Lightweight (500 SuperSport, 350 SuperSport) Expert
- Ultra Lightweight (500 SuperSport, 350 SuperSport) Amateur
- CVMA Hooligans

7.3 Manual Scoring

All riders must run a functioning timing transponder. If a racer fails to do so, they will not be scored. If they want to be manually scored, there will be a $50 fee.

8 Protests

Racers may only protest another racer or racer's motorcycle if they are both in the same race. Unofficial results will be posted after each race.

Protests must be filed within 30 minutes of the unofficial results being posted.

If no protests are received, the unofficial results become official.

CVMA officials reserve the right to inspect and disqualify motorcycles for non-compliance with class rules.

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

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.

The fee for each Protest type will be as follows:

- Visual inspection: $0
- Remove Airbox: $100
- Remove Valve Cover: $500
- Remove Cylinder Head(s): $1,000
- Case Disassembly: $1,500

A protested racer must allow CVMA officials to inspect the parts of the motorcycle under protest. The racer may elect to disassemble the motorcycle themselves under the supervision of a CVMA official or may designate an on-site mechanic of their choice to perform the disassembly at their cost. If the protested rider declines tear-down, they will be withdrawn from the race.

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 reassembly.

If the motorcycle is not in compliance, the protest fee will be returned to the protesting racer. The rider of the illegal motorcycle will be fined in the amount of the protest fee and disqualified from the race.

Gridding mistakes and assertive riding cannot be protested. Race direction will handle these issues as necessary.

9 Penalties

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 apply to SuperSport bears directly on performance, there will be no warnings.

If a SuperSport motorcycle is found to be non-compliant prior to a SuperSport race; the racer MAY be warned by Race Direction that their motorcycle is out of compliance and will be disqualified if raced in the current state. If they are protested, they will lose the protest. It is up to each racer to file a protest if they believe another racer’s motorcycle doesn’t comply with the class rules in which it is competing.

Shootouts - Bikes found to be non-compliant by Tech officials in Parc Ferme will receive either a penalty or disqualification from race direction. A protest from a fellow racer will not be necessary unless they feel some other aspect, such as internal motor parts, are not legal for the class.

If a motorcycle is found to be non-compliant, it will be banned from racing SuperSport until it is proven to be compliant. They may, however, participate in a SuperSport race as long as they DQ themselves and or pull off the track prior to finishing the race.

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 at the corner station before the waving yellow flag, to warn riders that a no-passing zone is ahead. Once beyond the waving yellow flag (and the incident), passing will be permitted when the next flagging station is visible and no flag is being displayed. If a rider cannot safely avoid passing another rider under a waving yellow they must immediately yield the position back to the passed rider to avoid a penalty.

9.2 Red Flag Incidents

In the event of a red flag, the results will be taken from the lap completed prior to the incident. The racer who caused the Red Flag will receive a DNF. All other riders will be credited with a finish from their previous lap position.

If more than half of the race has been completed, the race results will be final (though unofficial). If not, the race will be restarted. The number of remaining laps may be reduced at the Race Director's discretion.

9.3 Penalty for Jumping The Start

If a rider jumps the start, the rider will be assessed a 5-second penalty. Riders who jump the start will be signaled via a board with their number displayed, along with a meatball flag.

Slight movement prior to the start is permitted; however, the front axle may not cross the grid line before the red lights go out (signaling the start). A jumped-start decision can be issued if it was witnessed by a race official or if clear video evidence of the jumped-start is shown to Race Direction. Word of mouth will not be enough to determine if a jump-start occurred.

9.4 Penalty for Passing Under Waving Yellow Flag

If a rider makes a pass under a waving yellow flag, they will be penalized 2 positions for every one gained from their passing. A race official or corner worker must witness the pass or there must be clear video of the violation for the penalty to be issued. Word of mouth will not be considered proof. If for safety reasons, a rider cannot avoid passing another rider during a waving yellow flag, but immediately returns to their pre-pass position, no penalty will be issued.

9.5 Penalties from Race Direction

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

Chuckwalla Valley Motorcycle Association
P.O. Box 307, 25300 Rice Road, Desert Center, CA 92239
760.227.3100

10 Payouts & Contingency

10.1 Shootout Eligibility & Payouts

To be eligible for a payout and points in one of the Shootout races, participants must hold a valid CVMA Racing License and start at least one race on Saturday.

Failure to go to Parc Fermé after a qualifying session will result in that session's time not being counted for the Shootout grid position. Should your fastest qualifying time result in a DQ from the shootout, it would still count for any other races you may have entered for the rest of the weekend. Additionally, failure to go to Parc Fermé after a Shootout race or failing the post-race tech inspection will result in disqualification.

Licensed CVMA racers who enter a Shootout without a qualifying time but attempted to qualify—whether due to missing a session, transponder issues, failing to report to Parc Fermé, or a change of machinery—will still be eligible for payouts and points, but must start from the back of the grid.

A licensed CVMA racer that attempted to qualify and race on Saturday, but was not able to because of a mechanical issue or a crash, at the race director's discretion, may be allowed to participate in a shootout for payout and points, but must start at the back of the grid.

A racer that qualified and raced on Saturday, but had a crash or a mechanical failure that would prevent them from racing that particular motorcycle in any shootout, would have the following options:

1. Race another motorcycle of the same class as The Shootout entered, but start at the back of the grid. They are eligible payout and points.
2. Race in a different shootout on an eligible bike for that class, but start from the back of the grid. They are eligible for payout and points.

This decision must be made prior to the close of registration on Sunday.

No changes will be allowed after that time.

Participants may compete in multiple Shootouts each Sunday but can only collect one purse per round. If they happen to finish more than one shootout in a paying position, they will have the opportunity to pick the shootout with the higher paying purse. They will keep the points earned from both shootouts, but the purse disbursement for the forfeited shootout will move all other racers in that shootout, up one position. This ensures that 20 different riders will receive a purse in each round.

Each class will pay down to the fifth-place finisher. A minimum of 8 racers must start the race for payouts to be awarded.

The CVMA Sunday Shootout payouts by finishing position are as follows:

The Shootout (10 laps)
1st: $3,000 | 2nd: $2,000 | 3rd: $1,500 | 4th: $1,000 | 5th: $750

Supersport Middleweight Shootout (10 laps)
1st: $2,000 | 2nd: $1,500 | 3rd: $1,000 | 4th: $750 | 5th: $500

Lightweight Twins Shootout (8 Laps)
1st: $1,000 | 2nd: $750 | 3rd: $500 | 4th: $250 | 5th: $150

Ultra Lightweight Shootout (8 laps)
1st: $1,000 | 2nd: $750 | 3rd: $500 | 4th: $250 | 5th: $150

10.2 Class Payouts

All other classes, unless specifically stated, need at least 6 race starters to payout.

10.3 Contingency Payout Forms

Contingency payout forms must be completed and returned to Tech **before** the start of that day's races. Some manufacturers require a contingency form for each day of racing, please check their requirements when completing your forms.

10.4 W9 Federal Tax Forms

It is the Racer's responsibility to file a W-9 Federal Tax Form with CVMA before the issuance of a purse payout. CVMA must have received a signed W-9 on file for each racer in order to release payout monies.

11 Points, Championships, & Status

11.1 Points

Points for each race will be awarded as follows:

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

11.1.1 Double Points Rounds

The first and last Events of each CVMA Season will be "Double Points" rounds.

During a Double Points round, all race classes will receive double points EXCEPT for the Shootouts.

11.2 Class Championships

The rider who accumulates the greatest number of points in a given Expert or Amateur class throughout the season will be declared 1st Place in that class.

The rider who accumulates the second greatest number of points in a given Expert or Amateur class throughout the season will be declared 2nd Place in that class.

The rider who accumulates the third greatest number of points in a given Expert or Amateur class throughout the season will be declared 3rd Place in that class.

And so on...

11.3 Amateur Status

Amateur divisions are for the racers learning how to race.

Amateur classes will be open to anyone who has completed the CVMA only New Racer School (NRS) 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
- Formula Twins
- 500/350 SuperSport

Once you have completed the New Racer School and have been issued an Amateur license, you may race in the amateur class races. Such races will be scored in the same manner 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 who accumulates 250 points or more during a season shall be bumped to Expert for the next racing season. At any point during a season, an Amateur Racer may request the Race Director to be promoted to Expert before accumulating the required amount of points

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

The Race Director shall have the authority to promote or demote any Expert or Amateur racer, at their discretion, even if a request is not made by a racer.

12 Racer Requirements

12.1 Meetings

Riders must attend meetings and discussions as directed by race officials. There may be random roll calls of riders at the meetings. If you are not in attendance, a $100 fine will be imposed.

12.2 Fire Extinguisher

At least one working fire extinguisher must be visible from the exterior of the pit area to race officials. If a racer doesn't have a fire extinguisher, they will be fined $75 and be provided with one.

12.3 Pit Race Number Sign

5-INCH TALL (minimum), solid black race numbers must be displayed on the exterior of each paddock/pit area for every rider in the pit.

12.4 Competitor's Personal Protective Equipment

All CVMA competitors must wear Personal Protective Equipment (PPE) that is in good condition and capable of providing protection in the event of a crash. The required PPE includes:

- A one-piece leather suit designed specifically for motorcycle road racing, to include an appropriate back protector apparatus. No textile-type suits are allowed.
- Protective gloves that extend up the arm beyond the wrist
- Boots that are high enough to cover and protect the rider's ankles.
- A helmet approved by the Department of Transportation (D.O.T.) or higher. The helmet must include a securely attached face shield to protect the rider's eyes from debris.

13 Attendee Requirements

Every CVMA Event attendee must obey all rules of Chuckwalla Raceway and CVMA at all times. Failure to abide by these rules or engaging in behavior that poses a danger to yourself or others (speeding through the pits, etc.) will not be tolerated and will result in fines or expulsion from the property.

13.1 Guests & Crew

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

13.2 Personal Conflicts

If you have a problem with another rider, discuss the issue with the Race Director or Assistant Race Director only. Verbal or physical confrontations between riders, crew, or guests will NOT be tolerated and will result in expulsion from the premises and possibly a lifetime ban from Chuckwalla Raceway.

13.3 Hot Pit Lane Regulations

Hot Pit lane and the Hot Pit lane sidewalk is a part of the racetrack and can be extremely dangerous. Only people with a valid Racing License or a Mechanics License will be allowed onto the hot pit lane while vehicles are on the track.

People on Hot Pit lane must stand on the concrete sidewalk next to the Pit wall and not on the Hot Pit lane asphalt.

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

Any on-track violation that results in a rider being ordered into the pits to report to a CVMA official requires the rider to come to a complete stop. Not doing so will result in disciplinary action.

Prohibited from Pit Lane: Red shirts, yellow shirts, food, drink, open-toed shoes, umbrellas, children, pets, and anything that could fall onto the racetrack.

Cameras are allowed, but cannot be held over the pit wall.

Manual scorer/Course control: The view of race track staff cannot be obstructed by any person in the hot pit area, including pit crew boards, etc.Drones

13.4 Drone Usage

Chuckwalla is an active Airport. Drone usage is prohibited unless prior permission is granted that day by Chuckwalla Raceway management.

13.5 Dogs

All dogs must be on a leash unless they are in the designated Dog Park

13.6 Pit Speed

The speed limit in the pits is 10mph regardless of vehicle.

14 Appendix

14.1 Tech Inspection Checklist

TECH INSPECTION CHECKLIST

TECH INSPECTOR	PASS
	NO PASS

Number: _____ **Name:** _____ **Class:** _____ **Date:** _____

This checklist is a pre-tech reminder, not the rulebook. The tech inspector's decision is final.

MOTORCYCLE		RACER CHECK	TECH CHECK
BELLY PAN	Fluid-retention belly pan required. No holes; any existing holes must be plugged/sealed.		
BRAKES	Front and rear brakes must be functional.		
	Front brake caliper bolts secured/safety wired. Clips are OK.		
	Rear brake caliper bolts secured/safety wired where required.		
	Front brake lever guard required.		
CASE COVERS	Engine case covers/guards required where applicable.		
CONTROLS / CHASSIS	Handlebars must be undamaged with ends plugged. No sharp edges.		
	Steering must move lock-to-lock without interference; 1" tank clearance and throttle play throughout steering travel.		
	Foot pegs must be rounded/plugged and motorcycle must have no sharp edges, including rearsets, guards or crash-damaged parts.		
	Kill / ON-OFF switch - must be visible and red.		
	Throttle return / play.		
COOLING SYSTEM	Water-pump/coolant drain bolt secured/safety wired.		
	Radiator/coolant filler cap secured/safety wired.		
	Non-glycol coolant only. Water and approved water additives are permitted.		
	Radiator guard.		
	External oil-cooler guard.		
	Coolant, oil and fuel lines must be securely clamped or safety wired where required.		
EXHAUST	Muffler bracket bolt secured/safety wired where required.		
	Exhaust system secure.		
	Removable baffles secured.		
FRONT AXLE	Front axle/axle nut secured/safety wired. See rulebook for specific exemptions (e.g. flush-mount axles that thread into the opposite fork leg).		
	Fork pinch bolts all present and secured/safety wired.		

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TECH INSPECTION CHECKLIST (continued)

MOTORCYCLE		RACER CHECK	TECH CHECK
NUMBERS	Front number plate must be present and centered.		
	Side OR tail OR lower number plates must be present; minimum 3 plates total. Side numbers should be on both sides.		
	Numbers must match registration paperwork; guest/reciprocity racers may use home-club numbers where permitted, with required suffix/approval.		
	Expert: black numbers on white background. Amateur: black numbers on yellow background.		
	Numbers must be easily legible with a minimum 1" background border. Minimum height is 5".		
	Reciprocity racers can run home club number requirements as long as they are legible from a distance.		
OIL SYSTEM	Oil drain bolt safety wired.		
	Oil fill cap/dipstick secured/safety wired. Clips are OK.		
	Oil filter secured with hose clamp and safety-wired to bike.		
	Any bolt or hose carrying/retaining/returning oil must be secured.		
	Oil-cooler bolt secured/safety wired if applicable.		
	Crankcase breather / oil catch tank.		
REAR AXLE	Rear axle nut secured/safety wired; specified clip methods allowed.		
STREET ITEMS	Side and/or center stand removed.		
	Headlights / tail lights / turn signals removed.		
	Mirrors / license plate and bracket removed.		
WHEELS / DRIVE	Rear sprocket/toe guard (shark fin) required. Pass-through swingarm designs are exempt.		
	Wheel weights taped and round metal valve caps installed.		
	Master link properly secured. Rivet style preferred; clip-style links must be secured with RTV/safety wired and the master link painted for identification.		

IF PRESENT		RACER CHECK	TECH CHECK
ACCESSORIES	Transponder secure / visible.		
	Camera securely mounted/tethered/safety wired where applicable. Rider name and number written on the camera or case.		