



By Racers. For Racers.

2020-2021 Winter Series Rulebook

August 30, 2020



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.

If it does NOT say you CAN do it, in this rulebook, then you CANNOT!

2 Race Classes

2.1 Shootouts

The Shootout (Experts Only)

Ultra Lightweight Shootout (Combined Experts and Amateurs)

2.2 Standard

Formula Open (Separate Expert and Amateur classes)

Formula Middleweight (Separate Expert and Amateur classes)

Formula Twins (Combined Expert and Amateur classes)

SuperSport Open (Separate Expert and Amateur classes)

SuperSport Middleweight (Separate Expert and Amateur classes)

350 SuperSport (Separate Expert and Amateur classes)

500 SuperSport (Separate Expert and Amateur classes)

Formula 2 (Combined Experts and Amateurs)



2.3 Sportsman

Formula 40/ Formula 40 MW / Formula 40 LW / Formula 40 Ultra Lightweight (Combined Experts and Amateurs)

FemmeWalla & FemmeWalla Ultra Lightweight (Combined 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. Do not cut corners here. Equipment failure due to poor preparation can be disastrous. It is the racer's responsibility to ensure their equipment conforms to this rulebook prior to arriving at Tech Inspection (see checklist in the Appendix and available on the [website](#)). Questions or concerns should be addressed prior to race weekend by emailing tech@cvmaracing.com.

3.1 Technical 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. The only responsibility of the Tech Inspector is to ensure that a racer's machine meets the safety requirements set forth in this Rulebook. However, during inspection, the Tech Inspector may notice that something on the machine would make it illegal for certain classes based on the rules set forth herein. The Inspector MAY but is NOT required to inform you of such violation. It is NOT the responsibility of the Tech Inspector to look for, or inform a racer that certain components on the machine would make it illegal to race in certain classes. It is the racer's responsibility to ensure that his/her bike is legal to race in the classes entered. In other words, saying that your machine passed tech inspection is NOT a valid defense.



3.2 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 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. 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.**

- 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.
- The background must extend at least 1" past the edge of the number
- MotoAmerica racers can use their number plates from that series, but must run their CVMA number, if other than your M/A number or put an "X" next to your number AND inform registration when doing so.
- This is for your safety, so we are able to properly ID ALL riders on the track.
- Reciprocity License Numbers - See Section 17.1

3.3 Safety Wire

Must be applied such that the bolt, cap, plug, etc cannot come loose, see cvmaracing.com for examples.

- Oil Drain Bolt (including upper oil gallery drain plug on Yamaha R6/R3)
- Oil filter (Hose Clamp) - Hose clamp must be wired to itself to not loosen. Then clamp must be wired to a stationary part to not allow the clamp/filter assembly to loosen.
- Oil Filler Cap (and dipstick, if present) - A tethered clip is ok vs. hardwiring. Provided the tether is tight enough to prevent loosening of the oil cap.



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- Any bolt or hose that carries, returns or retains oil. However, fittings and bolts that run to oil coolers, crankcase oil galleries or are infrequently removed, may use a dab of JB Weld or similar epoxy type product (no silicone type products), between the joints of the bolt and its mating surface. EX.- R6/R3 - upper right side of cylinder head and lower crankcase oil gallery plugs.
- Radiator cap - A tethered clip is ok vs. hard wiring. Provided the tether is tight enough to prevent loosening of the 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 that are rarely removed may use a dab of Silicone, JB Weld or similar epoxy type product. This applies only to this type of bolt.
- Fork pinch bolts - All pinch bolts must be installed. If there are 2 per fork, only one must be safety wired on each fork. If the front axle has a nut, the pinch bolt closest to the nut must be wired to the nut. If the axle does not have a nut then either of the bolts on the opposite side of the threaded fork must be safety wired.
- If preferred, motorcycles with 2 pinch bolts per fork, may have a non-wired clip installed through pre-aligned drilled holes when properly torqued.
- NOTE: Silicone type products may be allowed as a 1 time temporary fix, if appropriate products are not available. This is at the discretion of race direction.

3.4 Video Cameras

- Any type of video camera must be tethered to the motorcycle, including cell phones
- No helmet mounted cameras

3.5 Brakes & Brake Guards

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



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3.6 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).

3.7 Oil Filter

OEM Replacement Only (no aftermarket)

3.8 Radiator Fluid

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

3.9 Case Covers

Left and Right Aftermarket Case Covers are required for all motorcycles.

3.10 Side Stand

Remove side stand and centerstand, if applicable.

4 Class Requirements

4.1 Formula

Displacement rules only. Wheels must be mostly visible from side.

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 will not be tolerated; especially since you have 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 in the Formula Classes.



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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. 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.

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 bike). Aftermarket Air Filter is acceptable.

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 degree-ing purposes.
- Changing bearings.
- Transmissions may be undercut.
- Aftermarket slipper clutch.
- Manual chain tensioners.
- Lightened stock flywheel.

4.2.2 Electronics

Open - as long as stock meter is retained, e.g., no Magneti Marelli type Superbike ignition systems. Aftermarket handlebar control switches and key elimination switches are allowed.



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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 in the stock configuration 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. The inner fork tube, but not the foot on upside down forks, is considered an internal component. Therefore, it may be Nitrite or DLC coated. The outer tube may be changed in color only. Quick-change components are allowed if no major fork modifications are required.

On models such as R1M or BMW S1000RR, the electronic suspension may be replaced with the standard R1/BMWS1000RR non electronic forks or non-electronic internals. Aftermarket replacement forks are not permitted.

Aftermarket fork caps are permitted.

4.2.6 Wheels

Stock wheels.

4.2.7 Brakes

Stock 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 mod is OK



4.2.9 Chassis

Any aftermarket steering damper is allowed. Any non-obtrusive frame sliders are allowed. To be determined by the race director. No frame modifications are allowed, other minor bracket changes to accommodate fairing mounts. Aftermarket sub-frames of the same material and meter assembly mounts are allowed.

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 900cc. 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.

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.

5.2 SuperSport

Open: Unlimited OEM Displacement.

Middleweight: Inline four-cylinder machines up to 600cc, three-cylinder machines up to 675cc, and twins up to 900cc. Kawasaki ZX-6R 636cc at OEM displacement with OEM pistons.

500 SuperSport: SuperSport rules. Four-stroke street-based two-cylinder up to 500cc.

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



5.3 Sportsman

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

Femmewalla Ultra Lightweight: Any machine of Ultra Lightweight Shootout rules, any age rider, must be female.

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

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

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

Formula 40 Ultra Lightweight: Any machine of Ultra Lightweight Shootout rules, any gender. Rider must be at least 40 years old at the time the race day begins.

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
- Formula 40



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- Formula 40 Middleweight
- Formula 40 Lightweight
- Formula 40 Ultra Lightweight
- FemmeWalla
- FemmeWalla Ultra Lightweight
- 500 SuperSport
- 350 SuperSport

6.2 Shootouts

Experts only except as noted.

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

Ultra Lightweight Shootout (6 laps Saturday and Sunday): Formula rules. Four-stroke Two-cylinder up to 399cc 500cc and four-stroke singles up to 374cc. Experts and Amateurs Allowed.

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

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



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Middleweight Machines = Group B

Lightweight Machines = Group C

Ultra Lightweight Machines = Group D

8 Qualifying

8.1 Grid Positions

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 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 sessions and use their best time from the two 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 session. A rider that is racing up a class, may use the upper class qualifying session as track time, but it cannot be used for qualifying times.

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
- Open Amateur
- Middleweight Expert
- Middleweight Amateur
- Lightweight
- Ultra lightweight (Formula Singles, 500 SuperSport, 350 SuperSport) Expert
- Ultra lightweight (Formula Singles, 500 SuperSport, 350 SuperSport) Amateur



8.2 Provisional Grid Position

8.2.1 Expert Racer:

If racer has missed the Saturday qualifying session, they may request a provisional grid position from the race director, who may grant such request in his sole discretion. Upon approval, the racer will be placed no higher than the 4th row of the grid.

(i) The Provisional Grid Position Request shall only be granted to a racer for two (2) races per class in a season. EXCEPTION: THE SHOOTOUT IS NOT ELIGIBLE FOR USE OF PROVISIONAL GRID POSITION;

(ii) The use of Provisional Grid Position has no effect on class championship points eligibility;

(iii) Racer shall not be eligible for any purse money payout if using Provisional Grid Position;

(iv) Provisional Grid Position cannot be used during any "Double Points" round.

Provisional Grid Position Request forms will be available at registration.

8.2.2 Amateur Racer:

Amateur racers are not eligible to request a Provisional Grid Position.

9 Flags

Green: Track is open.

Standing Yellow: Use caution, passing permitted.

Waving Yellow: Caution, passing is not permitted.

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

Red: Race is stopped. Raise your hand or extend foot, reduce to a safe pace and proceed to track exit.



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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. However, if rider is in a group of riders and is unable to determine who is being black-flagged and has assessed to the best of their ability, their motorcycle is functioning properly in ALL regards, they may remain on track to start/finish where the black flag and the rider's number will be displayed. Upon seeing your number at Start/Finish, you must immediately exit the racing surface using the appropriate protocol. Procedure:

1. Signal, to alert riders behind you.
2. Move off the racing line.
3. Immediately exit the track in a non-impact zone. 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. Rule #1 - Always race to the checker! Don't let up until you pass the checkered flag!

Checkered: Race is complete. Do Not immediately chop the throttle or make any erratic maneuvers. Another rider might be right behind you trying to draft you to the finish. This could cause a catastrophic incidence for everyone involved.

Black with Red Circle (meatball): Will be displayed along with a number board to show a rider that he/she has jumped the start, and will be assessed a 5-second penalty. Do NOT come in the pits!
*No ride-through penalty for jumping the start

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 (and the incident), passing will be permitted once the green flag is visible at the next flagging station. If you cannot safely prevent passing another rider under a waving yellow & you immediately yield the position back to that rider, then no penalty will be imposed.



9.2 Red Flag Incidents

In the event of an on-track incident that requires a red flag causing the finish of a race. The result will be reverted to the last completed lap prior to the incident (except for the racer that caused the incident, they will be issued a DNF). If there are other riders involved in the incident, not at fault, they will be credited with a finish in their previous lap position.

The race will be restarted if the race was not past the half-way mark. Number of laps may be reduced upon race director's discretion.

9.3 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. Riders must line up with the front of their tire on the grid line. Slight movement before the flag is allowed, but a maximum of the front axle crossing the grid line prior to the green flag, will cause a 5 second penalty to be assessed to your total race time. The decision of whether or not a jump-start has occurred can be made if it was witnessed by a race official. Clear video evidence may be used to determine if a jump-start has occurred. Spectator or a rider's crew word of mouth will not be considered in determining if a jump-start occurred.

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.



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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 designated club official or mechanic to perform the disassembly. If the protested rider declines tear-down, they will be withdrawn from the race.

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. The rider of the illegal motorcycle will be fined in the amount of the protest fee and disqualified from the race.

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: \$500
- Remove Cylinder Head(s): \$1000
- Case Disassembly: \$1,500

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.



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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; the racer MAY be warned by Race Direction that their machine is out of compliance and if protested, they will lose. It is up to you, the racers, to police yourselves and file a protest if you believe another racer is cheating.

If a protested racer loses, they will be disqualified and not allowed to race in SuperSport for points and purse, until their bike is proven to be compliant with SuperSport rules. They may however, participate in a SuperSport race if not compliant as long as they DQ themselves and or pull of the track prior to finishing the race.

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. DO NOT come in the pits for a stop and go penalty!

11.2 Penalty for Passing Under Waving Yellow

If it has been proven a rider committed one or more passes under a waving yellow flag, they will be penalized two (2) positions for every one gained on track. A race official or corner worker must witness it or there must be clear video of the violation. Word of mouth will not be considered as proof.

11.3 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 Racing or Mechanic License in their possession will be allowed onto the hot pit lane. The Mechanic 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 his or her crew. Anyone found on the hot pit lane without a valid Racing or Mechanic License will be fined \$50 and may be ejected from the track. Riders are responsible for the actions of their crewmembers and guests.

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 crewmembers and guests.

Riders must attend meetings and discussions at the track as directed by race officials. There may be random roll calls of riders at the meetings. If you are not in attendance, a \$20 fine will be imposed.

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. This will NOT be tolerated and you may be subjected to ejection from the racetrack.

13.1 Fire Extinguisher

A fire extinguisher is required in every pit and must be displayed in the front of your pit, so it is visible to race officials. If you do not have a fire extinguisher, you will receive a fine of \$75 and be issued one to keep. Fire extinguishers are available to purchase in the registration office for \$20. Do the math!



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.

13.3 Purse Money Payouts

Some races may have purse money payouts. It is the Racer's responsibility to complete a W-9 Federal Tax Form with the Registrar prior to issuance of any purse money.

14 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.



15 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

15.1 Double Points Round

Throughout the season, CVMA may declare a round to be "Double Points".

During a Double Points round all race classes will receive double points EXCEPT for The Shootout.

16 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.



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

16.1 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.

16.2 Pro Racer License Numbers

A professionally recognized racer may use their current competition number from such professionally recognized sanctioning body. The letter "X" will be added to the competition number being professionally used by such racer in CVMA's timing/scoring system. If such racer does not wish to purchase a CVMA license, such license shall be treated as reciprocity and the license expires at the end of the event. If such racer DOES wish to purchase a CVMA License, AND intends to use their pro racing motorcycle at CVMA, such license shall be valid for one year from the date of purchase.

17 Amateur Division

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
- 500/350 SuperSport



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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 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 promoted 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.

18 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.cvmaraicing.com. First time CVMA licensees must also present a valid CVMA New Racer School Certificate or License, from a recognized sanctioning body.



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There is a **\$45.00** 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.

18.1 Reciprocity

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

18.2 Annual Race License

Annual Race License: \$150.00 (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.

18.3 Race Entry Fees

Race Fees are as follows:

1st Race: \$125.00

Additional Races: \$75.00

If a rider DNS' any race, the race entry will automatically be credited to their account, CVMA does not give refunds. Race credits are valid for 12 months from the date of issuance.

If a rider completely "no shows" an event, the entire race entry will automatically be credited to their account, including the \$75.00 administration fee and Transponder Rental Fee (if applicable).

If a rider is scored and/or timed in any practice, qualifying or race and is then unable to complete the round they will be credited for all DNS race entries, less the \$75.00 administration fee and Transponder Rental Fee(if applicable).



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18.4 Racer Practice

Due to the limited space, Friday Racer Practice is non-refundable and no credit shall be issued if a racer fails to attend. If a racer is unable to attend the Friday Practice, they may contact CVMA to see if there is a wait list. A racer may "sell" their practice entry only to another racer who has registered for races for that specific round.



19 Appendix

19.1 Tech Inspection Checklist

NUMBERS	Racer Check	Tech Check
Front	<input type="checkbox"/>	<input type="checkbox"/>
Tail or Side or Lower	<input type="checkbox"/>	<input type="checkbox"/>
Black Numbers on White Background (Experts)	<input type="checkbox"/>	<input type="checkbox"/>
Black Numbers on Yellow Background (Amateurs)	<input type="checkbox"/>	<input type="checkbox"/>
Numbers 6" Tall, Background 1" Past Numbers	<input type="checkbox"/>	<input type="checkbox"/>
SAFETY WIRE		
Oil Drain Bolt (including upper oil galley drain bolt on R6/R3) – No Clips	<input type="checkbox"/>	<input type="checkbox"/>
Oil Filter (Hose Clamp) – No Clips	<input type="checkbox"/>	<input type="checkbox"/>
Oil Filler Cap (including dip stick, if present) – Tethered Clips Allowed	<input type="checkbox"/>	<input type="checkbox"/>
Any Bolt or Hose That Carries or Retains Oil (Fittings to oil cooler may be silicone glued) – No Clips	<input type="checkbox"/>	<input type="checkbox"/>
Radiator Cap – Tethered Clips Allowed	<input type="checkbox"/>	<input type="checkbox"/>
Water Pump Drain Bolt – No Clips	<input type="checkbox"/>	<input type="checkbox"/>
Front Brake Caliper Bolts	<input type="checkbox"/>	<input type="checkbox"/>
Rear Brake Caliper Bolts	<input type="checkbox"/>	<input type="checkbox"/>
Front Axle and/or Axle Nut	<input type="checkbox"/>	<input type="checkbox"/>
Front Axle Pinch Bolts (all must be present, one wired per side)	<input type="checkbox"/>	<input type="checkbox"/>
Rear Axle Nut	<input type="checkbox"/>	<input type="checkbox"/>
CAMERAS		
Securely tethered	<input type="checkbox"/>	<input type="checkbox"/>
BRAKES & BRAKE GUARDS		
Functional Front and Rear Brakes	<input type="checkbox"/>	<input type="checkbox"/>
Front Brake Lever Guard	<input type="checkbox"/>	<input type="checkbox"/>
BELLY PAN		
Remove for Tech Inspection	<input type="checkbox"/>	<input type="checkbox"/>
OIL FILTER		
OEM Filters Only (No Aftermarket Oil Filters)	<input type="checkbox"/>	<input type="checkbox"/>
RADIATOR FLUID		
Only Water, Water Wetter and Cool Aid are allowed	<input type="checkbox"/>	<input type="checkbox"/>
CASE COVERS		
Left and Right Aftermarket Case Covers	<input type="checkbox"/>	<input type="checkbox"/>
SIDE STAND / Center Stand		
Removed	<input type="checkbox"/>	<input type="checkbox"/>