



For Racers. By Racers.

2023-2024 Winter Series Rulebook

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Chuckwalla Valley Motorcycle Association

Rulebook

Contact

Info@cvmaracing.com for general licensing and registration questions.

Tech@cvmaracing.com for Technical inspection questions

Racedirector@cvmaracing.com for rulebook questions



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 racing motorcycles with minimal performance modifications (to limit cost); the intention of the Sportsman classes is to provide a place for a wide variety of racers 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 explicitly say you CAN do it in this rulebook, then you CANNOT do it!

If your motorcycle's engine configuration does not fit into any of the race classes listed, then it is not legal to race in CVMA.



2 Race Classes

2.1 Shootouts (Sunday Only)

2.1.1 Stock 1000 Shootout (Experts Only)

Based on 2023 MotoAmerica Stock 1000 equipment rules:

1. [MotoAmerica Stock1000 rules](#)
2. [FIM list of Homologated Motorcycles](#)
3. [FIM Eligible Parts for Competition](#)

with these **exceptions**:

1. # plate colors – According to CVMA rules (except as it pertains to current MotoAmerica competitors)
2. Tire allotment – There are no tire allotments
3. Fuel Type – Any Gasoline may be used. No Nitrous, Nitromethane, or other special fuels are allowed.
4. Tank Foam is not required.
5. A rear safety light or rain light is not required.
6. Chain guards can be removed, even if it is incorporated into the rear fender.
7. Disregard rule 2.6.10 [Link above]
8. Disregard rule 2.6.10.10.C [Link above]
9. Ducati V4R must adhere to rule 2.6.9.1.A [Link above]

2.1.2 Middleweight Shootout (Experts Only)

Based on 2023 MotoAmerica Supersport+Next Gen rules:

1. [MotoAmerica Supersport Next Gen Rules](#)
2. [FIM list of Homologated Motorcycles](#)
3. [FIM Eligible Parts for Competition](#)

with these **exceptions**:

1. # plate colors – According to CVMA rules (except as it pertains to current MotoAmerica competitors)
2. Tire allotment – There are no tire allotments
3. Fuel Type – Any Gasoline may be used. No Nitrous, Nitromethane, or other special fuels are allowed.
4. Tank Foam is not required.
5. A rear safety light or rain light is not required.



6. Chain guards can be removed, even if it is incorporated into the rear fender.
7. Disregard rule 2.5.10 [Link Above]
8. Disregard rule 2.5.10.10.C [Link Above]

2.1.3 Formula Lightweight Twins Shootout (Experts Only)

Formula Twins Rules

2.1.4 Formula Ultra Lightweight Shootout (Experts Only)

Formula ULW rules

For Shootout Purse Payouts & Eligibility, see Appendix

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 Ultra Lightweight (Combined Experts and Amateurs)

Formula 2 (Combined Experts and Amateurs)

American Thunder (Combined Experts and Amateurs)

American Twins (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 Motorcycle Requirements

All work must be done to the satisfaction of the Technical Inspector. Anything that so much as looks unsafe will be required to be fixed or removed. Do not cut corners. 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@cvm racing.com.

3.1 Technical Inspection

Motorcycles will be inspected prior to being allowed on the track. Tech Inspection is required only once per race weekend unlikely as the motorcycle suffers a crash or mechanical. Lowerers must be removed for tech inspection. The only responsibility of the Tech Inspector is to ensure that a racer's motorcycle meets the safety requirements set forth in this Rulebook. However, during the inspection, the Tech Inspector may notice that something on the motorcycle 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 motorcycle 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 motorcycle passed Tech Inspection is NOT a valid defense.

3.2 Technical Inspection- Shootouts Only

Motorcycles found to be non-compliant with class rules during the inspection, will be notified of non-compliance and noted so. If those non-compliant issues are found again in Parc Ferme during qualifying and/or the race, it will be disqualified from that session and/or race. Parc Ferme is located in the designated area identified by the Race Director.



3.3 Parc Ferme - Stock 1000 & Supersport Shootouts Only

Qualifying - All racers and motorcycles must report directly to Parc Ferme after each session.

Races - The top 3 riders go directly to the podium. All other racers and motorcycles report directly to Parc Ferme.

Any rider not reporting directly to Parc Ferme (down hot pit lane to pit entrance and then straight to Tech area) will be disqualified from the qualifying session or race. All motorcycles will be held for a maximum of 15 minutes and inspected for technical and safety infractions. Technical infractions can result in disqualification, while safety infractions will not. If a rider has a back-to-back race, he/she may stay on the hot pit side of the wall and start their next race. At the completion of the 2nd race, the rider must report directly to Parc Ferme. If he/she does not, status of disqualification from the shootout will be assessed.

3.4 Numbers

Numbers must be able to be read by 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. 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 current racers may use their number plates from that series but must run their CVMA number. This is for your safety, so we are able to properly ID ALL riders on the track.



- Reciprocity License Numbers - See Section 17.1

3.5 Safety Wire

Must be applied such that the bolt, cap, plug, etc. cannot turn 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 safety wired to itself to not loosen. Then clamp must be wired to a stationary part to not allow the clamp/filter assembly to loosen. This can be done in a variety of ways, but it must meet the satisfaction of Tech Officials. If the clamp can be butted up against an area that will not allow it to spin loose, then the clamp does NOT need to be wired to a stationary object.
- Oil Filler Cap (and dipstick, if present) - Must be hardwired. No Clips allowed
- 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 the loosening of the cap.
- Water pump drain plug
- Front axle and/or axle nuts, except in the case of axle sliders that prevent the safety wiring of axles/axle nuts. If the axle nut is safety wired and there are pinch bolts on the opposite side, the axle does NOT need to be wired. If the front axle screws into the opposite fork or has a nut, it MUST be wired if there isn't a pinch bolt on the side the axle is removed from.



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- 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. This applies only to this type of bolt. Front Caliper bolts can be hardwired or use clips and must be safety wired when going through tech. Exception: BMW1000RR Rear Calipers do NOT need to be safety wired.
- Fork pinch bolts - All pinch bolts must be installed. If there are 2 per fork leg, only one must be safety wired on each fork leg. If the front axle has a nut, the pinch bolt closest to the axle 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.
- Rear axle nut must be either hardwired or safety wired with a clip. The rear axle does not need to be wired
- If preferred, motorcycles with 2 pinch bolts per fork leg, 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.
- NOTE: If Tech allows a 1-time exception, it will be noted and if not fixed by the next round, it will not pass tech.

3.6 Video Cameras & Lap Timers

- Any video camera or lap timer must be tethered to the motorcycle, including cell phones.
- No helmet-mounted or body-mounted cameras.

3.7 Brakes & Brake Guard

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



3.8 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.

3.9 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).

3.10 Radiator Fluid

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

3.11 Engine Case Covers

Left and Right side OEM or Aftermarket Engine Case Covers are required for all motorcycles.

3.12 Side Stand

Remove side stand and center stand, if applicable.

3.13 Toe Guard/protector (Shark Fin)

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



4 Class Requirements

4.1 Formula

Displacement rules only. Fenders cannot cover more than 50% of the tire circumference, and wheels must be mostly visible from the side.

4.2 SuperSport

Open rules are based on MotoAmerica Stock 1000 Rules. [See Section 2.1]

Middleweight rules are as follows: Displacement rules. U.S. Street bike based. Stock bore and stroke only. This is intended to be a rider's class, not a tuner's class. No bending of the rules will be tolerated.

500 & 350 rules are as follows: Displacement rules. U.S. Street bike based. Stock bore and stroke only. This is intended to be a rider's class, not a tuner's class. No bending of the rules will be tolerated.

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 in 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 degree-ing 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. 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 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/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. Stock 1000 Shootout class has alternate wheels that are allowed. See the illegible parts list link in rule 2.1 on page (6).

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 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 Competition Classes

Displacement limits are absolute. Any tires may be used in any class. All references are to four-stroke engines unless specifically noted.

5.1 Formula

Open: Unlimited Displacement.

Middleweight: Same eligibility as Middleweight Shootout. Based on 2023 MotoAmerica Supersport+Next Gen equipment rules. [See section 2.1.2]

Twins: Four-Stroke Two-cylinder motorcycles up to 700cc. Air-cooled, two-valve-per-cylinder Twins to 1000cc. All Single piston engines are allowed.

Formula 2: Two-stroke 250cc GP bikes. Two-stroke U.S. street-based only motorcycles, up to 350cc. Four-stroke two-cylinder motorcycles up to 700cc. Four-stroke, four-cylinder motorcycles to 500cc. Air-cooled, two-valve-per-cylinder Twins to 1000cc. All Singles.

Formula Ultra Lightweight: Formula rules. U.S. Street/Production-based motorcycles only. Four-stroke Two-cylinder engines with max 2mm overbore and stock stroke, up to 500cc, and four-stroke singles up to 374cc. Experts and Amateurs Allowed.

American Thunder: American Air-Cooled V-Twin. Engine Configurations: Over 750cc, air-cooled, American-made, V-twin. Motorcycle Specifications: Harley-Davidson FL Touring (All Years), Indian Bagger or Touring (All Years). Minimum Weight: 620 pounds

American Twins: Upright/ Naked style. Engine Configurations: Air-Cooled Motorcycles, Originally equipped, air-cooled, 2-cylinder, minimum displacement of 750cc, naturally aspirated or forced induction. Water-Cooled Motorcycles, Originally equipped, water-cooled, 2-cylinder, minimum displacement of 750cc, naturally aspirated. Minimum Weight: 400 pounds



5.2 SuperSport

Open: Same eligibility as Stock 1000 Shootout

Middleweight: Inline four-cylinder motorcycles up to 600cc, Kawasaki ZX-6R 636cc at OEM displacement with OEM pistons. Three-cylinder motorcycles up to 675cc, twins up to 850cc.

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

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

5.3 Sportsman

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

Femmewalla Ultra Lightweight: Any motorcycle of Formula Ultra Lightweight rules, any age rider, must be female.

Formula 40: Any motorcycle, any gender. The rider must be at least 40 years old at the time the race day begins.

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

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

Formula 40 Ultra Lightweight: Any motorcycle of Formula Ultra Lightweight rules, any gender. The 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 are held each Saturday and Sunday of Event weekend:

- Formula Open
- Supersport Open
- Formula Middleweight
- SuperSport Middleweight
- Formula Twins
- Formula 2
- Formula 40
- Formula 40 Middleweight
- Formula 40 Lightweight
- Formula 40 Ultra Lightweight
- FemmeWalla
- FemmeWalla Ultra Lightweight
- 500 SuperSport
- 350 SuperSport

6.2 Shootouts

Experts only, unless otherwise noted. See Section 2.1 for rules.

Stock 1000 Shootout - 10 laps, Sunday Only

Middleweight Shootout - 10 laps, Sunday Only

Formula Lightweight Twins Shootout - 8 laps, Sunday Only

Formula Ultra Lightweight Shootout - 8 laps, Sunday Only



7 Practice

There is a single 'warm-up' session on Sunday morning before races, based on the qualifying group.

Qualifying groups are as follows:

- Open Expert
- Open Amateur
- Middleweight Expert
- Middleweight Amateur
- Lightweight
- Ultra Lightweight (500 SuperSport, 350 SuperSport) Expert
- Ultra Lightweight (500 SuperSport, 350 SuperSport) Amateur
- American Thunder / American Twins



8 Qualifying

8.1 Grid Positions

Grids for the sprint and Shootout races will be set by 2 timed qualifying sessions on Saturday. after Saturday practice. 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 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.

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 (500 SuperSport, 350 SuperSport) Expert
- Ultra Lightweight (500 SuperSport, 350 SuperSport) Amateur
- American Thunder / American Twins



9 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.



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Checked: 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.

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 green flag is visible at the next flagging station. 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 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 begins when the green flag begins to move. Riders must line up with the front of their tire on the grid line.



10 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.



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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.



11 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 protest, 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.

11.1 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 before the flag is allowed, but a maximum of the front axle crossing the grid line prior to the green flag. 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.



11.2 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.

11.3 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.



12 On-Track Regulations

Riding a motorcycle is inherently dangerous, but our primary goal is safety. **Avoidable contact between riders will not be tolerated.** The first such incident will result in a warning from CVMA officials. Subsequent incidents will result in penalties including but not limited to loss of points, disqualification, monetary fines, or expulsion from CVMA.

In the event of a crash (defined as the motorcycle hitting the ground), the rider may not re-enter the track and must wait for the crash truck staff to load up their motorcycle.

Racers must obey all instructions from 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 their motorcycle will be prevented from entering the track. The Race Director's decision cannot be appealed.

Only racers who hold a valid CVMA License or other approved and valid racing license, will be allowed to participate in race events. All waivers – medical information, health insurance, etc. – must be complete and on file with club officials for a license to be considered in good standing. **Licenses may be revoked by CVMA officials at their discretion.**

12.1 Pit Lane Regulations

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

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



Rulebook

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.



13 Event Attendee Regulations

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.

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

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.

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.

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

13.1 Fire Extinguisher

At least one working fire extinguisher must be visible to race officials in every racers' pit area. If a racer doesn't have a fire extinguisher, they will be fined \$75 and be provided with one.

Fire extinguishers are available to purchase in the registration office for \$20 each.

13.2 Contingency Payout Forms

Contingency payout forms must be completed and returned to Tech **prior** to 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.

13.3 W9 Federal Tax Forms

It is the Racer's responsibility to file a W-9 Federal Tax Form with CVMA prior to the issuance of a purse payout.



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 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...



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 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.



16 Competition Numbers

Competition Numbers 1 through 10 will be awarded as follows:

#1 Stock 1000 Shootout Class Champion

#2 Middleweight Shootout Class Champion

#3 Formula Twins Shootout Class Champion

#4 Formula 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)

16.1 Reciprocity License Numbers

Racers competing under a reciprocity license may use their current competition number from another sanctioning body. 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.



Rulebook

H-AHRMA

F-AFM

Z-ASMA

S-CCS

C-CRA

R-CMRA

A-MotoAmerica

M-MRA

O-OMRRA/WMRRA

U-USBA

W-WERA

X- Other

16.2 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. If the 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 a 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 season.



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

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 250 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 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.



18 Registration

All riders must fill out, sign, and return the following documents prior to obtaining any type of license (i.e. expert, amateur, reciprocity):

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

These forms can be found on the CVMA website, www.cvmaracing.com. Prospective CVMA racers must present a valid CVMA New Racer School (NRS) Certificate or a License from a road racing sanctioning body.

18.1 Reciprocity Racers

Reciprocity Racers must present a valid license from another sanctioned road racing organization in order to compete in CVMA

The reciprocity license expires at the end of each event.

A reciprocity licensee may participate in the Sunday Shootouts, but to collect a purse, the racer must hold a CVMA License prior to the race start.

Racers may use a Reciprocity License for up to 3 events in any CVMA season.

18.2 CVMA Race License Fees

Expert CVMA Race License: \$175.00 (valid for one season)

Amateur CVMA Race License: \$175.00 (valid for one season)

18.3 Event Entry Fees

Event Fees are as follows:

Registration Fee: \$50

6-Lap Race Entry Fee: \$70

Shootout Race Entry Fee: \$100



Rulebook

If a rider Did Not Start (DNS') any race, the race entry will automatically receive a credit. Race credits are valid for 12 months from the date of issuance. CVMA does not offer refunds. Any racer that takes the green flag, regardless of the outcome immediately following, and is unable to finish the race, is considered a DNF.

If a rider does not participate in any on-track session at an event, all of their Race Entry Fees will automatically be credited to their account, with the exception of the Event Registration Fee. H Transponder Rental Fee (if applicable).

If a rider participates in any practice, qualifying session or race and is later unable to start a race that they have paid to enter, they will be credited for the Race Entry Fee, less the Event Registration Fee and Transponder Rental Fee(if applicable).

18.4 Racer 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.



19 Appendix

19.1 Shootout Eligibility & Payouts

Riders must hold a valid CVMA Racing License, qualify, and enter at least one race on Saturday to be eligible for a payout in the Sunday Shootouts. For payouts, at least 8 racers must start the race.

Riders may race in multiple Shootouts each Sunday, but can only collect one purse, ensuring that 20 riders will receive a purse each round.

Each class will pay back to fifth-place finishing position.

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

Stock 1000 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

Formula Lightweight Twins Shootout (8 Laps)

1st: \$1,000 | 2nd: \$750 | 3rd: \$500 | 4th: \$250 | 5th: \$150

Formula Ultra Lightweight Shootout (8 laps)

1st: \$1,000 | 2nd: \$750 | 3rd: \$500 | 4th: \$250 | 5th: \$150

19.2 Class Payouts

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



19.3 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 dipstick, if present) – No Clips Allowed	<input type="checkbox"/>	<input type="checkbox"/>
Any Bolt or Hose That Carries or Retains Oil (Fittings to oil cooler may be epoxied) – 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 or Approved Aftermarket Filters Only	<input type="checkbox"/>	<input type="checkbox"/>
RADIATOR FLUID		
Only Water, Water Wetter, Cool-Aid, and Ice Water (Non-Glycol racing coolant)	<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"/>
Toe Guard/Protector (Shark Fin)		
Installed	<input type="checkbox"/>	<input type="checkbox"/>