



CALIFORNIA MOTORCYCLE
ASSOCIATION

RULE BOOK

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CALIFORNIA MOTORCYCLE ASSOCIATION

Rules & Regulations For All Events

These rules and regulations shall be used in all national and sportsman events sanctioned by CALIFORNIA MOTORCYCLE ASSOCIATION. From time to time circumstances and conditions will require modifications of some rules. Such modifications, if necessary will be announced prior to the start of any event through the Public Address system, posted at sign-up or in series rules

WARNING - MOTORCYCLE RACING IS DANGEROUS.

It is the rider or his guardian's responsibility to know his limitations. Never should a rider be allowed to compete when he is not 100% both mentally and physically. Competition committees will always consider amendments and hear grievances, and all inquiries or suggestions should be addressed to CALIFORNIA MOTORCYCLE ASSOCIATION, 500 South 'D' Street, Madera, California 93638. Phone (559) 673-8080, Fax (559) 673-4825. e-mail shauna@cmaracing.com or dnal@cmaracing.com.

GENERAL

Four entrants fully entered constitute a class. If there are not four entrants they may run with the next highest class, and will be eligible for points, trophies, or any other prize in that class, or the Official of the meet may allow the entrant in the incomplete class to receive awards and points upon completion of the race. If a rider of a higher class competes in an event with riders of a lower class the higher classified rider must win over the lower classified riders to receive awards.

No refunds or rain checks after practice.
With exceptions.

Riders must compete under the number on their issued CALIFORNIA MOTORCYCLE ASSOCIATION racing license. Any rider who does not, may not be eligible for points, trophies or prize money, unless arrangements were made with the head score keeper prior to the start of the event.

No substitute riders allowed for any reason.

FLAGS

All flag signals must be obeyed immediately by all involved or concerned riders. A rider who disregards any flag signal may be excluded from the meet, incur position penalty, or suspension for an indefinite period of time by the Steward of the meet.

GREEN waved ----- START

GREEN displayed ----- ALL CLEAR

YELLOW displayed ----- CAUTION REDUCE SPEED
HOLD POSITION
NO PASSING OR
JUMPING

RED ----- STOP ALL RIDERS

BLACK waved at one rider ----- EXIT TRACK STOP AT
FINISH LINE AS
SAFELY AS POSSIBLE

WHITE. ----- (courtesy flag only)
LAST LAP

BLACK/WHITE CHECKERED ---- OFFICIAL END OF RACE

BLUE ----- YOU ARE BEING LAPPED
LET RIDER PASS YOU

METHOD OF STARTING

The method of starting will be at the discretion of the Steward and/or Starter.

PARTICIPANT CONDUCT

During a race event, a machine must not acquire any velocity other than from its own mode of power, the muscular efforts of its rider, and natural causes, such as gravity.

The Official of the track shall exclude immediately any rider who in his own opinion is guilty of any foul, unfair or dangerous riding.

The following regulations shall be enforced at all CALIFORNIA MOTORCYCLE ASSOCIATION events. Additional regulations of conduct for particular situations may be issued for specific meets and will be explained at the riders meeting, over the PA system or posted at sign-up.

All outside assistance, except that of track officials, is forbidden during any race.

Anyone found consuming an excessive amount of alcohol will be asked to leave the event. Any rider found consuming ANY alcohol or any other drug will not be allowed to compete. During any practice session, any race, or any time, it is expressly forbidden to ride or push any vehicle for any reason in the reverse direction of the track, unless so directed specifically by an authorized track official. A violation of this regulation can result in possible suspension.

Any machine found illegal, upon being protested, can lead to suspension of the entrant, his sponsor, and pit crew. All points accumulated upon suspension would be forfeited.

A rider or a member of a rider's pit crew found riding a machine in the pit area will be subject to immediate disqualification from the meet; for the rider possible suspension.

All race vehicles must be pushed to the pit area. Failure to comply may result in disqualification from the meet and/or suspension.

Rider or riders who leave marked track for any reason must return to the track as close to the point of exit as possible. Rider may not better his position or endanger another rider, track official, or spectator while returning to the track. Riders not complying with this regulation may be subject to a penalty or disqualification.

Rider caught jumping the start, or backing off a starting gate or line will be subject to position penalty. If the event is a flag start the starter may impose a penalty ranging from the riders location on the front start line, the back row or the penalty line. The rider is also subject to starting in a reverse position or complete disqualification. The penalties are at the sole discretion of the starter and are not reviewable. If further violations occur, disqualification for the rest of the meet will be assessed by the starter or Official of the track.

Anyone participating on the track without first being entered for the event will be subject to disqualification and/or suspension.

Rider or riders entering the track at any point other than the starting area during a race or practice session, is subject to disqualification from the days events.

For safety reasons, there are no practice starts.

PROTESTS

The competition committee of CALIFORNIA MOTORCYCLE ASSOCIATION is empowered to settle finally, any appeal or dispute arising in connection with any CALIFORNIA MOTORCYCLE ASSOCIATION sanctioned event, and a decision by this committee shall be final and binding on all parties.

Protest must be filed within ten minutes of completion of an event, and must be in writing. If machine is found to be illegal, rider will be suspended for 90 days. All points forfeited.

Protest fee shall be \$200.00. If the protest is found valid, the fee shall be returned. If found invalid, the fee is forfeited to the body whom protest was against. If parts are involved an amount will be declared by the Steward of the event. The person making the protest will have to supply the items needed to measure, or inspect any engine or tear down. No fees will be given to a protested entrant, labor or parts, who is found to be competing on an illegal machine. California Motorcycle Association may at any time protest any vehicle entered in any CMA event. CMA shall have the right to disassemble any vehicle for the purpose of checking the vehicle's displacement or any other condition CMA deems necessary. CMA shall not be subject to protest fees.

Written protest and fee must be presented to the Official of the track. In the event of a questionable protest where rules and regulations are not specific, a ruling will be made by the steward of the event. If the protested rider refuses inspection, the rider will be suspended for 30 days. All points forfeited.

There will be no protest allowed against the decision of the Steward of the event.

Protests can only be made by a rider, or entrant of a machine in the same class as the protested machine or rider. Protested machines will not be dismantled until the completion of the race program.

CAMPING

Persons camping at race events must conform to all regulations set up by CALIFORNIA MOTORCYCLE ASSOCIATION or raceway personnel and must have permission to do so.

ENTRIES

If mail entries are requested, they must be received by CALIFORNIA MOTORCYCLE ASSOCIATION TRACK 48 hours prior to the event.

No transfer of entries can be made, unless CALIFORNIA MOTORCYCLE ASSOCIATION TRACK is notified and approves. If a pre-entered rider cannot attend an event he must notify CALIFORNIA MOTORCYCLE ASSOCIATION TRACK and make arrangements for refund or transfer of his entry.

In order to be properly entered a participant must complete an official entry form at sign-up and sign a waiver upon entering the facility. All entries must register before entering the track area.

CALIFORNIA MOTORCYCLE ASSOCIATION TRACKS reserves the right to refuse entry to any rider they determine to be unworthy of participation.

RACES

All motorcycle classes will ride at least two races or motos if time and conditions permit. If any change is necessary it will be announced as soon as possible.

Grand Prix and other types of races will consist of a number of laps or length of time to be announced.

For motocross events the Olympic scoring method will be used in scoring motocross events. 1st=1 point, 2nd=2 points, and so on. The rider with the LOWEST total after all events are added together will be the winner. In case of a tie the rider with the best score in the final moto will be the winner. If heats and mains are the scoring system the finishing order of the main event will decide the winners for the events of the day.

In the case of a series event, a point system will be used to determine event winner and series points. Points will be awarded as follows 1st=25, 2nd=22, 3rd=20, 4th=18, 5th=16, 6th=15, 7th=14, 8th=13, 9th=12, and so on to a minimum of 10 points. Second Division classes will receive series points as follows: 1st=15, 2nd=12, 3rd=10, 4th=10, 5th=10, 6th=10, 7th=10, and the minimum of 10 points to the remainder of the class. The rider with the HIGHEST score after all events are added together will be the winner. In case of a tie the rider with the most overall wins will be the winner. If the scores are still tied the best score in the last event will break the tie. Each promoter has the right to use his own method of keeping series points.

In motocross if a rider, or riders, do not complete half the laps of the event they will be scored as last place plus three positions. For flat track the rider will receive last place. There is no need to push your motorcycle across the finish line. It will not change how you are scored. In the case of a series a rider must compete one lap to receive any score.

Some race facilities may vary in their method of scoring events. Be sure to check with the head scorekeeper if there is any doubt.

MOTORCYCLE ELIGIBILITY

Any motorcycle that complies with the regulations set forth in these rules may compete in any CALIFORNIA MOTORCYCLE ASSOCIATION sanctioned event without restriction as to make, design or type. Technical inspectors may exclude any motorcycle of which the construction, condition, or controllability is deemed to be dangerous. The major concern of CALIFORNIA MOTORCYCLE ASSOCIATION and its officials is safety. It is the rider and his support crew's responsibility to keep his machine in top condition at all times.

If it is determined that the required three number plates are not readable the machine will not be allowed to compete or in the case of an event that has already started if the numbers become unreadable the machine will not be scored. It is the rider's responsibility to keep the numbers legible at all times. Engines are allowed overbore for rebuilding purpose up to class limits plus .080.

Exhaust pipe or pipes shall be directed rearwards, parallel to the direction of the machine. The ends of these pipes must

not project beyond any part of the machine. All exhausts must be muffled to register below 92 decibels at a distance of 50 feet.

Frames shall be free of visible defects. All welds shall be structurally sound. All machines must have front and rear suspension. If frame is judged to be unsafe the track official will not allow the machine to compete.

Fenders must be properly attached to the machine and prevent track material from impairing the vision of the operator or any other machine's operator.

All tanks must be free of leaks and securely fixed to the vehicle.

All fuel must be pumped gas of 115 octane or less. Pump gas is defined as gas available from a commercial source and accessible to the general public. In the event of a protest, the name and grade of fuel must be given to the Official of the event. If testing is necessary the protesting party will be responsible for providing the needed tests. No alcohol, methanol or nitrous fuels.

No fuel shall be carried on the vehicle by the rider other than in the tank.

The ends of the handlebars shall be rounded and protected by grips that aid the operator in holding on. All handlebar control levers must be properly attached.

All wheels must be in true alignment with no bent or broken spokes. Spokes must be properly tightened. Any tire must have a clear pattern of tread around the entire circumference. No paddled or spiked tires are allowed.

At least one efficient brake per wheel shall be fitted.

All brake anchor arm bolts must be securely attached or have a mechanical locking device.

All side stands or stands of any type must be removed from any vehicle before it is on the race course.

All controls must be in good condition and operating efficiently. Cables must be in good order and adjusted.

Footrests must be positioned so as to give easy access to any control lever. Footrests must be the folding type.

There must be three number plates on each machine, one in front and one on each side. Helmet and jersey numbers are also recommended. Plates and numbers must be as large as possible to make them clear and visible. If the numbers are not easily readable the vehicle will not be scored. Plates and numbers must be of contrasting colors to make them clearly visible from a distance. All number plates must have any sharp or protruding edges removed.

GRADING RIDERS

The promoters or Officials of any CALIFORNIA MOTORCYCLE ASSOCIATION sanctioned event shall have the authority to require individual riders to participate in a class that in their opinion is equal to the riders ability. This requirement shall be in force for all future events. If a rider wishes to question his classification he may do so by submitting his position in writing to CALIFORNIA MOTORCYCLE ASSOCIATION.

A system of points, which may vary each season as the competition committee deems, will be used to advance riders from one classification to another. Points are awarded as follows.

Motocross (4 or more entries)

Three points ----- 1st Place
Two Points ----- 2nd Place
One Point ----- 3rd Place

Motocross (3 or less entries)

One point ----- 1st Place

To advance from class to class the following points must be earned.

Beginner to Novice ----- 9 Points with 3 overall wins
Novice to Intermediate ----- 21 Points with 7 overall wins
Intermediate to Pro ----- 33 Points with 10 overall wins

TT or Flat Track (4 or more entries)

Three points ----- 1st Place
Two Points ----- 2nd Place
One Point ----- 3rd Place

TT or Flat Track (3 or less entries)

One point ----- 1st Place

Novice to Intermediate 15 Points with 3 overall wins
Intermediate to Expert. ...30 Points with 7 overall wins

Points will be awarded to a rider from his placing in events with other sanctioning bodies. Riders can be transferred prior and up through the first two events of a series or as indicated in series rules. Riders would be transferred with all earned points to the next highest class, while not to exceed the points in the class he is being transferred into, as determined by his earned points or the opinion of the track official. In the case of a series or other special transfer, points rules may apply and will be posted at sign-up or announced at the riders meetings.

In some cases riders may be permitted to compete in a lower class than they once achieved such as Novice, Intermediate or Professional. A request for classification change must be made in writing prior to the event and will be reviewed by a CALIFORNIA MOTORCYCLE ASSOCIATION Official. Under normal circumstances a rider must compete in the highest classification he has ever achieved with any recognized organization.

PROTECTIVE CLOTHING

All clothing may be examined and approved with each rider's machine at technical inspection. Protective clothing as listed below must be worn at all times while practicing or during any race. Failure to observe these rules will lead to exclusion from the event.

Safety is the number one concern in the inspection of racing clothing.

All riders must wear full coverage clothing of close fitting design made of leather or other material suited as to provide adequate protection to the rider.

Riders must wear helmets at all times during the course of the events. Helmets must meet current D.O.T. and Snell approval and be in fresh condition.

All riders must wear leather boots extending far enough up the leg so as no gap occurs between boots and the bottom of the pant leg when in riding position. Boots must also offer adequate ankle support and shin protection.

Eye protection must be worn at all times and must be shatter/splinter proof material. If vision becomes blocked or in any way impaired it is the riders responsibility to correct

the problem before starting or continuing any event.

Gloves and shoulder pads are recommended for additional protection.

Quads must have kill switch and nerf bars.

PIT AREAS

Pit area must be kept clean, and all trash must be removed from the area. NO PIT RIDING AT ANY TIME.

MACHINE AND EQUIPMENT EXAMINATION

All Machine and equipment examinations will be conducted by technical inspector supplied by the event site.

If, in the technical inspector's opinion, a machine or rider's protective clothing is deemed to be unsafe, he will not be allowed to compete although he may meet all written requirements.

50 cc CLASSES

50 cc Stock 5-6, 7-8
50cc Modified/Open
(Upon request, proof of age must be provided i.e. birth certificate)

STOCK

Must have stock frame, wheels, tire size, piston, cylinder, head, carburetor and forks. Must use stock mounting for the rear shock. No frame alterations. May have aftermarket pipe, silencer, bars, air cleaner. Max CC: 52

MODIFIED SPECIFICATIONS

Max cc: 62
Age 5-8
Must have silencer. Must have stock wheel size.

85CC AND 85CC X-CLASS

Max. cc: 85cc plus .80 over
The 85cc class is through 16 years old. Maximum front wheel size is 17" and maximum rear wheel is 14".

SUPER MINI 112CC

Max. 112cc
Maximum front wheel size is 19" and maximum rear wheel is 16".

125 Youth Class

Age 12 thru 16

MAXIMUM CC ALLOWED

Class	Displacement
50's	52
50 Mod	62
65's	65cc
85's	85cc
125's	125cc
250's	250cc

4 strokes may compete 125 class with a maximum displacement of 250cc or in the 250's with a maximum of 465cc's

ALL OTHER CMA RULES APPLY

IN THE EVENT THAT A PARTICIPANT IS FOUND TO BE CHEATING THE PARTICIPANT WILL BE DISQUALIFIED FOR A MINIMUM OF 30 DAYS AND ALL OTHER SANCTIONING BODIES WILL BE NOTIFIED.