



2004 Road Race Rules and Regulations
CCS and Formula USA
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The rules and regulations set forth herein are designed to provide for orderly conduct of racing events. These rules shall govern the conditions of all Championship Cup Series and Formula USA sanctioned events. By participation in these events, all participants are deemed to have agreed to comply with these rules.

NO EXPRESSED OR IMPLIED WARRANTIES CONCERNING SAFETY, INCLUDING ANY IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE, SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS, OR OTHERS WHO KNOWINGLY, FREELY AND VOLUNTARILY ASSUME THE RISK OF SERIOUS INJURY OR DEATH.

IT IS UNDERSTOOD THAT RACING BY ITS VERY NATURE IS A HAZARDOUS ACTIVITY AND CAN RESULT IN SERIOUS INJURY AND/OR DEATH. USAGE OF THESE RULES DOES NOT GUARANTEE THE WELL BEING OF THE PARTICIPANT. PARTICIPATION IN THIS TYPE OF ACTIVITY IS AT THE PARTICIPANT'S OWN RISK.

By signing an entry form and license application, every competitor agrees to be subject to the rules of this book and any printed supplements. Since it is impossible to anticipate every possible circumstance, the official responsible for operation of each racing event will rule on any area of dispute that is not clearly covered by these rules by using common sense and fair play. The word of the Referee/Race Director on these gray areas will be considered final.

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SECTION 1 – TERMINOLOGY

1.1 CHAMPIONSHIP CUP SERIES ROAD RACING – is the title of the sanctioning body for all events conducted under the following rules.

1.1.1 CCS-Championship Cup Series is the title of the Sportsman Road Racing Series.

1.1.2 Formula USA Championship Series is the title of the National Championship Series.

1.2 GCR - General Competition Regulations

1.2.1 CCS and Formula USA, having promulgated these regulations may modify, add to, delete from, or grant exceptions to these regulations at any time.

1.2.2 CCS and Formula USA reserve the right to prevent any entrant or entrants from participating in any Championship Cup Series or Formula USA event including, but not limited to, track days, practices, racing schools and actual competition. Likewise, the Referee or Race Director can prevent an entrant from competing.

1.2.3 CCS and Formula USA reserve the right to revoke or suspend a rider's competition license for engaging in any practice, behavior, or action deemed to be detrimental to the sport of motorcycling in general, whether or not related to a specific event or competition.

1.3 CCS AFFILIATES - An entity running events in an independent, cooperative format with CCS, operating by these rules or rules of their own which will allow joint competition at the Race of Champions between their riders and those licensed directly through the CCS office. All riders with Junior status from a CCS affiliate will be licensed and compete with CCS as Experts. **It is the riders responsibility to notify CCS of any change in licensing status with any organization during the calendar year.**

1.3.1 CCS Affiliates are allowed to add regional classes as they see fit.

1.3.2 CCS Affiliates are not required to run all CCS Championship Classes, as long as there are SuperSport, SuperBike and Grand Prix classes that allow joint competition at the affiliated events.

1.3.3 CCS Affiliates may institute minimum technical requirements that are different than those found in Section 5 of the Championship Cup Series road racing rules as long as these requirements are readily available to all CCS licensed riders via electronic or standard paper media.

1.3.4 It is the rider's responsibility to check with the hosting organization on specific rules differences before attempting to compete at an affiliate event.

1.4 RACE DIRECTOR/REFEREE- The individual responsible for all aspects of a race meet.

1.5 CHIEF TECH INSPECTOR – The individual responsible for inspecting all motorcycles and rider equipment at a race meet.

1.6 PIT STEWARD – The individual responsible for allowing motorcycles entry to and from the racetrack proper.

1.7 STARTER – The individual responsible for displaying flags to start or end practice, qualifying or races.

1.8 CCS REGIONAL SERIES CHAMPIONSHIPS - Races held at tracks within a reasonable geographical proximity, where points earned are applied towards Regional Series Championships as well as Race of Champions grid positions. The schedule for the season will outline which events pay points in each region. The following is a guide:

1.8.1 Pacific Road Racing Championship – Streets of Willow, Buttonwillow, Thunderhill, Firebird Intl., Firebird East, Las Vegas Classic Road Course, Phoenix Intl. Raceway

1.8.2 South-West Road Racing Championship - Firebird Intl., Firebird West, Firebird East, Buttonwillow Raceway Park, Las Vegas International Speedway, Streets of Willow, Phoenix Intl. Raceway

1.8.3 Florida Regional Road Racing Championship - Moroso Motorsports Park, Homestead, Roebing Road, Road Atlanta, Barber Motorsports Park, Daytona Intl. Speedway, Jennings GP

1.8.4 Great Plains Road Racing Series- Gateway Intl Raceway, Putnam Park, Blackhawk Farms, Road America, Heartland Park -Topeka, Grattan Raceway, Gingerman Raceway, Hallet Motor Racing Circuit, Mid-American Motorplex, Barber Motorsports Park

1.8.5 Great Lakes Road Racing Series – Blackhawk Farms Raceway, Grattan Raceway, Gingerman Raceway, Putnam Park, Road America, Heartland Park -Topeka, Beaverun Raceway

1.8.6 Loudon Road Racing Series - New Hampshire Intl. Speedway

1.8.7 Mid-Atlantic Road Racing Championship - Summit Point Raceway, SPR Shenandoah Circuit, Pocono Raceway, Roebing Road, Road Atlanta, Daytona Intl. Speedway, Carolina Motorsports Park, Virginia Intl. Raceway, Barber Motorsports Park, Beaverun Raceway

1.8.8 Mid-West Road Racing Championship - Blackhawk Farms, Road America, Heartland Park -Topeka, Brainerd Raceway, Gateway Intl. Raceway, Putnam Park, Grattan Raceway, Gingerman Raceway, Mid-American Motorplex

1.8.9 South-East Road Racing Championship - Road Atlanta, Daytona Intl. Speedway, Roebing Road, Carolina Motorsports Park, Virginia Intl. Raceway, Barber Motorsports Park, Jennings GP

1.9 **FORMULA USA CHAMPIONSHIP SERIES** – Races held at tracks within North America, where points earned are applied towards the Formula USA Championship Series. The schedule for the season will outline which events pay points towards the Formula USA National Titles in each class.

1.10 GASOLINE - A petroleum fuel available through normal commercial channels.

1.10.1 All gasoline must remain as produced without additives except as specified by these rules. Allowable gasolines are those whose characteristics meet the following standards:

A. Specific gravity must range between .695-.775 at 60 degrees F.

B. Dielectric constant of a competitors fuel sample must read within +/- 0.4 of a baseline sample provided by the commercial fuel manufacturer on the HDE G-01 Fuel Analyzer. (Meter is calibrated in cyclohexane.)

(1.) Two-stroke oil may be added to any gasoline allowed by these standards. Two-stroke pre-mixed gasoline and oil must read within +/- 2.0 of a baseline sample

1.10.2 Fuel may be checked before, during and after practice, qualifying or final events at the discretion of Championship Cup Series or Formula USA officials. Competitors must furnish gasoline manufacturer and product information to CCS or Formula USA officials whenever a fuel sample is checked. Field test results of a competitor's fuel shall not be conclusive, and samples for lab analysis may be taken from a competitor's fuel tank at the discretion of Championship Cup Series or Formula USA officials. If a competitor is in doubt as to the legality of their fuel, it is recommended that it be checked by Championship Cup Series or Formula USA officials before use in competition.

1.11 **DISPLACEMENT** – Displacement of each cylinder will be calculated by using the geometric formula, which gives the volume of a cylinder, where the diameter is the bore (D), and the height of the swept area, from lowest point to highest point, is the stroke (C).

$$\text{Displacement} = \frac{(D \times D) \times 3.1416 \times C}{4} \times \text{No. Of Cylinders}$$

1.12 EXHAUST NOISE LIMITS - All machines must be equipped with a muffling device that produces no more than 105db when measured at a point 50 feet from the track surface during on track activity.

1.12.1 The 105db limit may be lower at specific events to meet certain facility regulations. Tracks with noise limits lower than 105db will have the limit posted on the event schedule and event regulations.

1.12.2 Machines that fail to meet the noise requirement for the event will be barred from participation until brought into compliance by the competitor. There will be no financial relief in the event that the machine cannot be brought into compliance.

1.13 **EVENT** – Any activity that takes place on the property of a facility during the time span the Championship Cup Series or Formula USA is legally liable for those activities, including but not limited to, track days, practices, racing schools and actual competition.

SECTION 2 - RIDER REQUIREMENTS

2.1 **CCS AGE REQUIREMENT** - Applicants must be at least 14 years of age. Applicants below the age of majority in their home state must provide a notarized statement of permission from a legal parent or guardian. Championship Cup Series reserves the right to restrict participation in any event based on age and/or specific track regulations.

2.1.1 Riders with Amateur status between the ages of 14 and 16 are limited to Lightweight Classes.

2.1.2 Riders under the age of 16 are not permitted to compete at Daytona International Speedway, regardless of status.

2.2 **CCS LICENSE REQUIREMENT** - New applicants must provide proof of current racing experience, or a certificate indicating completion of an approved Riders School.

2.2.1 Licenses from the following organizations are acceptable as proof of experience: AMA Professional, AFM, AHRMA, ASM, CMA, CRA, CMRA, FIM, Formula USA, USGPRU, HRRC, LRRS, MRA, OMRRA, RACE, RPM, SMRA, WERA, WMRA, & WSMC.

2.2.2 CCS shall maintain a current list of accredited schools.

2.2.3 Requirements for applicants with prior experience (non-current) will be determined on an individual basis.

2.2.4 Riders will be issued Regional Series licenses as Amateur or Expert.

A. CCS Officials will issue Expert licenses to those riders with proven experience or ability as follows:

- (1.) Applicants who are renewing a CCS Expert license or who are applying with an Expert license from one of the racing organizations listed in section 2.2.1.
- (2.) Amateur riders with the organizations listed in section 2.2.1 who are being upgraded to Expert.
- (3.) Any Amateur Rider who in the opinion of CCS Officials has the ability and experience for Expert competition.
- (4.) Any Amateur Rider who scores 750 points within a 12-month period.**

(a.) CCS reserves the right to deny Expert Status to any Amateur who meets the point criteria and has not shown the ability and experience for expert competition.

- (5.) Any Amateur Rider who wins a Series Championship or finishes in the top 5 positions in any class at the Race of Champions.

(a.) CCS reserves the right to deny Expert Status to any Amateur who meets the Series Championship or Race of Champions criteria and has not shown the ability and experience for expert competition.

2.2.5 CCS Officials will issue an Amateur license to those riders who fail to meet the Expert qualifications as listed above in Section 2.2.4, A (1.) through (5.)

2.2.6 STATUS CHANGES - Riders who are changed in status during the season will only carry 50% of their points to their new status.

- A. Expert riders, who can show proof that they were not properly classified, may move down to Amateur. A downgrade is only allowed once in a career, unless there is a significant time lapse in participation.
- B. Amateur riders who wish to be upgraded must show a history of top finishes, particularly where Experts and Amateurs run together, as well as a good safety record.
- C. It is the riders responsibility to notify Championship Cup Series and Formula USA of changes in their licensing status with any organization during the calendar year.

2.3 FORMULA USA AGE REQUIREMENT - Entrants must be at least 16 years of age. Applicants below the age of majority in their home state must provide a notarized statement of permission from a legal parent or guardian.

2.4 FORMULA USA LICENSE REQUIREMENT – All riders participating in Formula USA qualifying or racing must have a valid Formula USA Road Racing license. Riders must carry an Expert Formula USA Road Racing license to qualify for Sportbike, Superbike or Unlimited GP. Riders must have a current Expert or Amateur Formula USA Road Racing license to qualify for Thunderbike competition. Riders must have a current Expert or Amateur CCS or Formula USA Road Racing license to qualify for Team Challenge competition. Formula USA reserves the right to refuse any competitor a competition license.

2.4.1 Licenses from the following organizations are acceptable as proof of experience: AMA Professional, AFM, AHRMA, ASM, CMA, CRA, CMRA, FIM, Formula USA, USGPRU, HRRC, LRRS, MRA, OMRRA, RACE, RPM, SMRA, WERA, WMRA, & WSMC.

SECTION 3 - EVENT REGULATIONS

3.1 RACE CANCELLATIONS – CCS and Formula USA reserve the right to postpone or cancel any scheduled event or class.

3.1.1 In the event a Formula USA class is cancelled before qualifying, all points and purse monies are forfeit.

3.1.2 In the event a Formula USA class is cancelled after qualifying, but before the start of the final event:

- A. Riders who qualified for the final event will be credited with maximum points (25). The pole winner will be awarded one (1) bonus point.
- B. Rider who qualified in award positions will be credited with 25% of the purse amount for that position.

3.1.3 In the event a Formula USA class is cancelled after the final has been started, but before the race reaches official distance:

- A. Riders who qualified for the final event will be credited with maximum points (25). The pole winner will be awarded one (1) bonus point.
- B. Rider who were running in award positions at the time of the cancellation will be credited with 50% of the purse amount for that position.

3.2 WEATHER CONDITIONS - Events may be run irrespective of weather conditions.

3.2.1 No refund or credit of entry fees will be considered as a result of inclement weather.

3.3 GENERAL REGULATIONS

3.3.1 All participants must assess for themselves, the facility, organization, safety measures, weather conditions, and any other consideration regarding the risk of competition at any given event. Participation after such an assessment

indicates an assumption of all risks involved.

- 3.3.2 The use of intoxicants or drugs of any nature, which could affect the mental or physical abilities of any participant from his/her normal capabilities when in good mental and physical health, are strictly prohibited. Failure to comply will result in punitive action up to a \$500.00 fine and one year suspension
- 3.3.3 Each rider is responsible for the behavior and actions of any personnel, either family or crew, who is attached to his/her racing effort. Any punitive actions required for crew behavior will be levied against the rider.
- 3.3.4 It is the responsibility of every competitor to notify race officials of any medical condition that may be worsened by participation at that particular event. Permission to compete following such notification does not create an assumption of liability on the part of the officials or sanctioning body.
- 3.3.5 All riders must possess a current license and sign an official race entry form and release for each event, and no rider may practice or compete without such signature. Participation in any form which results in an unregistered rider participating on the track in a school, practice or a race event, may result in punitive action being levied against all parties involved, up to a \$500.00 fine and one year suspension.
 - A. Riders participating in a Championship Cup Series sanctioned New Racers Certification Clinic are exempt from possessing a current license as long as they have signed an official school entry form and release for that event.
- 3.3.6 Physical violence or verbal abuse of any other person within the boundaries of the racetrack facility may result in immediate suspension, a fine, and possible prosecution through local law enforcement authorities.
- 3.3.7 Dishonored checks or disapproved charge cards may be cause for a fine and immediate suspension from further competition. Fines will be from \$25.00 to \$100.00 and suspensions will be from the date of redemption of the dishonored check/charge card up to 30 days. Check writing/charge card privileges will be withdrawn from chronic offenders or those who prove to be reluctant to quickly redeem any outstanding balances. Any dishonored checks or disapproved charges which are not redeemed within 30 days of notification to the rider will result in loss of all points earned to the date of notification.

3.4 RACE PROCEDURES

3.4.1 Entry Procedures

- A. Pre-entry is available to all licensed riders up until two weeks prior to the opening of registration for the event unless an earlier deadline has been announced.
- B. Completed pre-entry forms must be accompanied by US funds (check or money order for American competitors - money orders only for non-US competitors). Provisions are also made for those riders choosing to pay for their entries with approved Credit Cards. Pre-entries may be either mailed or transmitted via fax machine. Fax entries are only available to those who are paying for their entries with a credit card.
- C. Post entry is available to all licensed riders during the hours of registration, which will appear on the event schedule, unless the race is designated a pre-entry only event. Post entries are limited to the amount of grid spaces available. When all available grid spaces are taken, an event will be considered "sold out" and no additional entries will be accepted.
- D. Pre-entries canceled in writing prior to the opening of registration will be in the form of payment equal to 100% of the entry fees, less a \$10.00 administration fee.
- E. CCS-Cancellations of any classes during an event by riders who have been through tech inspection and who suffer crash damage, mechanical failures, or personal injuries which prevent their continued participation in the events in which they are entered, must be made in writing prior to the start of racing on the day the entry is scheduled to run. Provided that the cancellation is not for a "sold out" race, this will result in refunds in the form of entry credits equal to \$35.00 per canceled CCS entry. In all cases the first entry for that day will be forfeited. If the canceled entry is in a "sold out" race, there is no financial relief. No refunds will be issued at the track. Rider's copy of the entry form must be attached to the Request for Credit form to process this request.
- F. Formula USA -Cancellations of any classes during an event must be made in writing prior to the start of racing on the day the entry is scheduled to run. This will result in entry credits being issued equal to the entry amount less \$30.00 per canceled entry. In all cases without exception, the first entry for that event will be forfeited. Rider's copy of the entry form must be attached to the Request for Credit form to process this request.
- G. Riders who do not claim their entry nor make a proper cancellation will forfeit their entry fees.
- H. Refunds requested prior to the opening of registration will be in the form of original payment, and all refunds will be processed from the CCS office. No refunds will be issued at the track.
- I. Refund requests will not be accepted after the conclusion of the event in question.

3.4.2 CCS Series Gridding Procedures

- A. Unless otherwise stated, riders will be gridded in order of entry for CCS Sprint Events. (Note: CCS affiliates may use different grid order procedures. Check with the local organization for specific information on gridding.)

- B. Where entry level exceeds recommended track density, entries will be limited to maximum track density on a first come, first served basis with additional entries rejected. Rejected entrants will be refunded their entire entry fee.
- C. Grid sheets will be posted indicating row and position of each rider. It is the responsibility of the rider to notify race officials if there is an error in the grid sheets within 30 minutes of posting. Failure to do so will result in placement on the grid at the discretion of the Referee/Race Director.

3.4.3 Formula USA Qualifying and Gridding Procedures

- A. Riders will be gridded based upon timed qualifying sessions, heat races, point standings or by order of entry for that class. For classes using timed qualifying, a competitor must post an official timed qualifying lap within 115% or less of the fastest official posted time, unless otherwise posted at the event. A maximum number of riders will be gridded based on track density at each event.

(1.) Pole Award- Formula USA will award a 1-point bonus to each rider who secures a pole position in a time qualified class providing the grid is set by time.

- B. During timed qualifying for Sportbike, Superbike and Thunderbike classes, it is prohibited for entered machines to leave the hot pit area once the session has started until machines are tested or released by the Referee. Failure to follow this procedure will result in a loss of all lap times recorded previous to the infraction.**

(1.) It is prohibited to add fuel to any machine once the qualifying session has started until machines are tested and released by the Referee. Failure to follow this procedure will result in a loss of all lap times recorded previous to the infraction.

- C. Pre-entered riders in National classes that do not use timed qualifying will be gridded based upon point standings. All riders not in the point standings will be gridded by order of entry, behind the last pre-entered rider with points for that class. A maximum number of riders will be gridded based on track density at each event.
- D. Riders in the top ten in points of a particular class, currently or at the end of the previous season, will be allowed a total of one provisional start per season in that class. If the grid is not full, riders who do not qualify through the normal procedure will be placed on the back row of the grid.
- E. Grid sheets will be posted indicating row and position of each rider. It is the responsibility of the rider to notify race officials if there is an error in the grid sheets within 30 minutes of posting. Failure to do so will result in placement on the grid at the discretion of the Race Director/Referee.
- F. In the case of timing equipment failure during timed qualifying, or the cancellation of qualifying for any reason, riders will be gridded based upon the current point standings. All riders not in the point standings will be gridded by order of entry, behind the last rider with points. No Pole Award will be issued if there is timing equipment failure or qualifying is cancelled for any reason.
- G. Riders whose machines fail to show in time for the pre-race ceremony must start in the first unoccupied row behind the last of the riders gridded for the final event. These machines will be placed on the grid in the order they arrive following the pre-race ceremony.
 - 1. Riders or Teams may be excused from the pre-race ceremony by the Race Director or Referee providing they contact the officials before the ceremony and can prove an extenuating circumstance that prevents them from participating in the ceremony. (i.e. lengthy crash damage repair or immediate mechanical failure that can be repaired before the start of the event.)

3.4.4 Starting Procedures

- A. Three calls will be made prior to the start of the countdown for each race. All competitors should report to the designated staging area prior to the final call.
- B. The countdown will commence by display of a green flag and a number board, usually beginning with #5. At that display, all riders may proceed on one lap of the circuit, returning to their assigned grid positions. Riders may report to the Pit Steward for direct grid placement and no rider may begin a preview lap once the original countdown board has been replaced. It is expressly prohibited for any rider to take a warm up lap for any race in which he/she is not an entrant.
- C. At a time designated by the referee or race director, the grid will be closed to all competitors. Those who have not reported for direct grid placement nor begun their preview lap MAY be barred from competition in that particular race. **Unless otherwise specified by the Race Director or Referee, the display of the #3 board will close the grid.** There is no financial relief or official penalty for failure to make a race.
- D. When the #2 Countdown board is displayed, the grid must be cleared of all mechanics and team personnel other than the rider. Failure to clear the grid in a timely fashion will result in a penalty to be levied at the discretion of the Race Director.
- E. When the #2 Countdown board is displayed, no rider may proceed farther forward in the grid and all riders out of position must line up at the back of the grid behind the last row of riders. This means the last row of the entire grid in cases where classes of machines or rider status are combined.
- F. It is the responsibility of the rider to report to the correct grid position. Should the countdown reach #1, and a rider be found in the wrong grid position, that rider will be assessed a penalty. **Unless otherwise announced,** in races of 6

- laps or more, the penalty will be a stop and go on pit road. In races of 5 laps or less, the rider will be penalized one-lap.
- G. Should circumstances dictate an abort of the countdown, the assistant starter will lower the display board. The countdown will resume once the problem is solved. Should the delay be short, the countdown will be resumed at the #2 mark. Should the delay prove to be lengthy, the countdown will be restarted at the #5 mark and the riders will be dispatched on one more preview lap. Those riders who may have been previously barred from the grid are still considered ineligible to compete.
- H. Should an engine stall once the #1 sign has been displayed, the rider should wave to get the attention of the starter or a grid marshal. If possible, the rider will be given time to remove the motorcycle from the grid, and will then be given an opportunity to join the race once the field has left the grid.
- I. As a final notice of an impending start, the #1 board will be turned sideways as a prelude to the waving of the green flag. All machines must be stationary from when the #1 board starts to be turned sideways until the green flag waves. Any movement will be considered an incorrect start and the rider will be assessed a penalty.
- J. The waving of the green flag by the starter starts the race.
- K. A rider is considered to be gridded if the front wheel is no more than 18" behind the designated row, or if the rear wheel is not beyond the designated row. The left to right position is absolute and may not be changed for any reason.
- L. Riders who are not properly staged at the green flag will be declared to be improperly gridded. See Item F above.
- M. When an event is stopped with less than two laps completed, a complete restart will be performed, using original grid positions.
- (1.) In the case of timed events, the clock will continue to run during the red flag, regardless of the number of laps completed.
- N. Should a timed race be stopped with more than two laps completed, but less than one-half of the posted race time, the field will be gridded for the restart. The official race time will continue to run during the red flag.
- (1.) Riders will be given credit for the laps completed as they cross the finish line in the lap preceding the lap in which the red flag has been displayed. The riders will be re-gridded as to the running order of that last complete lap. This means the position on the track, not the position in the race.
 - (2.) The remaining time will be run in an effort to complete the total time posted. Should the time run out before the event can be restarted, the race distance will be shortened to the sprint race distance posted for the weekend and all rules concerning sprint events will be put into place.
 - (3.) Should the red flag be displayed in a race that has seen more than 50% of the total posted time completed, the race may be considered complete if the restart cannot be made before time runs out.
 - (4.) Should the red flag be displayed in a race that has seen more than 80% of the total posted time completed, the race will be considered complete and there will be no restart.
 - (5.) In the case of no restart, any rider(s) deemed to be responsible for the race-ending incident would be placed on the results, at the end of their respective laps, using the method described above for re-gridding.
 - (6.) There is no restriction regarding repairs or other service performed on the pit road or grid to entered motorcycles during any red flag delay, except as outlined by the Race Director or any supplemental regulations for a particular event.
 - (7.) Machines may not be replaced during a red flag delay without permission of the Race Director or Referee.
- O. Should a sprint race be stopped with more than two laps completed, but less than one half of the posted distance, the field will be re-gridded for the restart.
- (1.) Riders will be given credit for the laps completed as they cross the finish line in the lap preceding the lap in which the red flag has been displayed. The riders will be re-gridded as to the running order of that last complete lap. This means the position on the track, not the position in the race.
 - (2.) The remaining laps will be run, less credit for those completed, in an effort to complete the total distance posted.
 - (3.) Should the red flag be displayed in a race that has seen more than 50% of the total posted laps completed, the race may be considered complete.
 - (4.) Should the red flag be displayed in a race that has seen more than 80% of the total posted laps completed, the race will be considered complete and there will be no restart.
 - (5.) In the case of no restart, any rider(s) deemed to be responsible for the race-ending incident would be placed on the results, at the end of their respective laps, using the method described above for re-gridding.

- (6.) There is no restriction regarding repairs or other service performed on the pit road or grid to entered motorcycles during any red flag delay, except as outlined by the Race Director or any supplemental regulations for a particular event.
- (7.) Machines may not be replaced during a red flag delay without permission of the Race Director or Referee.
- (8.) Starts may be divided and started in separate groups or waves. The time interval between waves will be determined by conditions at each racetrack. The green light or flag will be activated separately for each wave. Once the first group has started, if it is necessary to abort the start of the remaining groups, the red flag will be displayed and there will be a restart in accordance with the rules for red flag stops and restarts.
- (9.) In events where dry condition tires are allowed, the Race Director will determine whether a pending race will be designated as a wet start or a dry start, based on a wet track or threatening weather conditions. Wet designated starts may begin with a preview lap, which is not mandatory. Upon completion of the preview lap, all riders may go to pit road for a minimum of ten minutes and will be allowed to change to rain tires. After the ten-minute period, the #5 will be displayed, and riders may take a preview lap, returning to their assigned grid positions for the start.
 - a. Once an event has been declared wet, tire choice will be up to each competitor for the remainder of that day, and there will be no additional delays allowed regardless of further changes in climatic conditions. The Race Director will have the final decision on this matter and the decision is not protestable.

3.4.5 On Track Regulations

- A. Should a rider leave the course, he/she must reenter at the next safe location with no attempt to shorten the course or gain an advantage over the remain competitors in that event.
 - (1.) Rider must reenter course under directions of the turn marshals if they are present in the area where the run off occurred.
- B. Any rider, who appears to be deliberately blocking another motorcycle attempting to pass, including weaving, will be penalized or disqualified. This is a judgment call by the Referee and is not protestable.
- C. It is expressly prohibited to ride or push a motorcycle counter-race either on the track or pit road, unless directed to do so by an official or corner marshal.
- D. Riders who appear to be intentionally initiating or maintaining wheelies will be fined.
- E. It is expressly prohibited to stop on course (other than the grid area), unless expressly instructed to do so by an official or member of the safety crew.
- F. Intentional or sustained burnouts are prohibited. Riders who engage in such activity will be fined and held liable for any damages incurred.

3.4.6 Paddock and/or Pit Road Regulations

- A. No smoking is allowed on pit road.
- B. At no time shall anyone less than 16 years of age be allowed on pit road unless the person is a registered entrant in that event. Children are allowed in the paddock area, but at all times must be under the supervision of an adult. Pets may be kept in the paddock area only if they are properly restrained and do not create a menace or nuisance to any other participant. It is advisable to check with the management of each racing facility regarding their regulations on pets. Some facilities will not allow them on the premises. Proper compliance is the sole judgment of the Referee/Race Director.
- C. Crew members are barred from the racing surface except for those giving assistance during the display of the countdown boards prior to board #2.
- D. The Referee/Race Director, at any time may limit the number of participants allowed on pit road.
- E. Participants must have a valid credential on their persons at all times. A valid credential is the one assigned that particular individual at registration. Loan of a credential to another party is considered fraudulent use of credentials and will be cause for punitive action, up to a \$500.00 fine and one-year suspension.
- F. In the instance that pit bikes or other pit vehicles are allowed by the facility, each must display the rider's competition number on the front of the vehicle.
- G. Since it is impossible to anticipate every possible circumstance, the official responsible for operation of each racing event will rule on any area of dispute that is not clearly covered by these rules by using common sense, fair play and the "No Sniveling" clause. The word of the Referee/Race Director on these gray areas will be considered final.

3.4.7 Scoring Procedures

- A. To be classified on the results, after starting from the race grid or pit road, the rider and machine must complete one lap and cross the finish line either on the track or on pit road.
 - (1). Any rider deemed to be abusing this procedure will be penalized or disqualified. This is a judgment call by the Referee or Race Director and is not protestable.

- B. In the case of a Red flagged race that is considered complete; the final order will come from the last full green flag lap. Any rider(s) deemed to be responsible for the race-ending incident would be placed on the results, at the end of their respective laps, using the method described above for re-gridding.
- C. In electronically scored events, it is the riders responsibility to properly mount and secure the Electronic Scoring Unit (ESU) to his machine per the regulations in Section 5.4 of this rulebook. Failure to comply with these instructions could result in disqualification at the discretion of the Race Director or Referee
- (1) If a rider has entered multiple machines in the event, it is the riders responsibility to transfer the ESU between machines and assure that it is securely fastened. Failure to comply with this rule could result in disqualification at the discretion of the Race Director or Referee.
- (2) The rider is responsible for the return of any issued ECU to the designated collection area. Failure to return the ECU to the designated area will result in fines equal to the replacement of the unit plus \$100.**

SECTION 4 - FLAGS AND COMMUNICATIONS

4.1 OPERATIONAL FLAGS:

- 4.1.1 Green Flag - indicates start of race or clear track conditions.
- 4.1.2 Checkered Flag - indicates end of race or practice session - proceed around the course to the designated track exit. Should the checkered flag be displayed prior to the published or announced race distance or time, the race will be considered complete. For example, should the checkered flag be displayed on lap four of a five-lap race, the race would be considered complete. Should the checkered flag be displayed beyond the published race distance, the results will be determined by positions at the completion of the published race distance. For example, if a five-lap race were run for six laps, the results would be based upon position at the end of lap five.
- 4.1.3 Red Flag - indicates race has been stopped. **All riders are to signal the other competitors that they are no longer racing, then reduce speed and proceed safely to the pit road.** No passing is allowed from the flag stations displaying the red flag to the pit road. Failure to comply will result in fines and/or suspension at the discretion of the Referee. In either case, the action taken regarding assessment or non-assessment of the penalty or choice of penalty may not be protested.
- 4.1.4 Black Flag with Orange Disc – Rider infraction- report to the Pit Steward on the next lap. Failure to respond will result in penalties. Officials are only required to display the flag and bike number once to the field. **It is the riders responsibility to respond on the next lap. In all cases, failure to report within three laps or before the conclusion of the race, which ever is shorter, will result in penalties at the Referee/Race Directors discretion . Unless otherwise announced, the rider will be penalized one-lap. The assesment of this penalty is not protestable.**

4.2 WARNING FLAGS:

- 4.2.1 Yellow with Red Stripes - Debris or fluid on track surface-exercise caution.
- A. Debris flag folded into a triangle and held pointing towards the sky indicates rain-exercise caution.
- B. Debris flag displayed and then pointed directly at a machine indicates a mechanical problem with your equipment. This is the corner station equivalent of a Black Flag. Signal that you are slowing, get off the racing line, then reduce speed and stop at the first safe position, preferably a corner station that can notify you of what the equipment problem is.
- 4.2.2 Yellow flag - Stationary - indicates a potentially hazardous situation on or near the track. Passing is allowed but riders should exercise extreme caution in this area.
- 4.2.3 Yellow flag - Waving - indicates a potentially hazardous situation on or near the racing line or in a crash impact area. No passing is allowed from the flag stations displaying the waving yellow flag until the rider is beyond the incident. Riders who violate this rule may be assessed either a stop & go or a one lap penalty, at the discretion of the Referee. In either case, the action taken regarding assessment or non-assessment of the penalty or choice of penalty may not be protested.
- 4.2.4 White Flag with Red Cross - indicates that a safety or emergency vehicle is on the course - Exercise caution. This flag will be displayed stationary at all stations whenever a safety or emergency vehicle is on the course. This display will be accompanied by a waving yellow at the flag station immediately preceding the vehicle on the racecourse. A standing yellow flag will be displayed one flag station prior to the station covering the vehicle with the waving yellow flag.
- 4.2.5 Black Flag - indicates a mechanical problem with your equipment. Signal that you are slowing, get off the racing line, then reduce speed and stop at the first safe position, preferably a corner station that can notify you of what the equipment problem is.

4.3 COURTESY FLAGS:

- 4.3.1 White Flag at Starter Position - indicates final lap.
- 4.3.2 White & Green Flags Crossed at Starter Position - indicates completion of ½ race distance.
- 4.3.3 Blue Flag indicates to rider he is about to be lapped or passed by significantly faster traffic. This courtesy is merely a warning that a faster rider, or riders, are approaching, and to maintain your normal racing line.

SECTION 5 - EQUIPMENT STANDARDS

Before any motorcycle will be allowed on the track, the machine must meet certain minimum standards and be inspected and approved by the Technical Inspector. The primary emphasis of this inspection is race worthiness of the equipment used. Application of a Tech Inspection Approval Sticker does not imply compliance with Section 6 Class requirements or that the machine is safe for competition. The burden of complying with the rules regarding class suitability and minimum equipment standards rests with the entrant and it is his/her responsibility to seek approval of the Tech Inspector of any areas of question regarding suitability. The Tech Inspector may request class suitability inspection as well as revoke approval of any machine at any time during the meet. Where the rules permit or require components of equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the motorcycle components will perform in competition with safety.

Motorcycles and Rider Equipment must be brought to Tech in a race-ready condition. The only exception is that enough bodywork must be removed for the drain plugs to be visible to the Tech Inspector. In cases where securing by other approved means is applicable, the Tech Inspector will have final approval.

The following is a set of minimum standards that will be in effect at all events for both riders and motorcycles:

5.1 RIDER EQUIPMENT

5.1.1 Undamaged full-face helmet with face shield and bearing a stamp of approval from one of the following international standards:

- D. O. T. FMVSS – 218 (USA)
- Snell M95 and M2000 (USA)
- BS. 6658 TYPE. A (GREAT - BRITAIN)
- ECE 22 - 04 & ECE 22 - 05 "P" (EUROPE)

A. It is required that all riders put their competition number on the chin bar or side of their helmets to aid in identification should the rider be involved in a multi-bike incident.

5.1.2 Leather footwear at least 8 in height. Slip-on footwear is not recommended.

5.1.3 Gloves with leather protecting the palms and fingers.

5.1.4 Suits or pants and jacket of leather or Kevlar. Separate pants and jackets must be joined with snaps or zipper(s) to create the equivalent of a one-piece suit.

5.1.5 Knee and toe sliders that emit sparks are prohibited.

5.2 MOTORCYCLE TECHNICAL REQUIREMENTS

5.2.1 CCS and/or Formula USA stickers must be displayed on each side of the motorcycle. Stickers are available at Tech Inspection at no charge to competitors.

5.2.2 Neat and Clean. Motorcycles that are dirty or show potentially dangerous bodywork damage will not be approved.

5.2.3 Tires must be in good condition and must be mounted on wheels at least 15 inches in diameter.

- A. Where permitted by the class rules, wheels made of carbon fiber designed for racing and road use are allowed, providing all wheels are DOT or BS. approved and tested to JWL standards for fatigue and impact strength. It is the responsibility of the competitor to provide proof of certification to officials upon request.

5.2.4 All machines must have operational front and rear brakes.

- A. Brake discs made of aluminum, or carbon fiber, are not permitted.
- B. Brake disc carriers made of carbon fiber are not permitted.

5.2.5 All machines must have an operational handlebar mounted kill switch or button.

5.2.6 All machines must have a self-closing throttle.

5.2.7 All turn signals, luggage racks, and mirrors must be removed.

5.2.8 All lenses and instrument faces must be taped or removed.

5.2.9 Center and side stands must be removed.

5.2.10 Rear fender or seat must extend to the rear of a line drawn vertically at the rear axle.

- 5.2.11 Fairings must be mounted in at least three locations. The front wheel must be clearly visible from both sides except for the portion covered by the fender. The rider must be visible from the side and above, while in a normal riding position, and transparent material may not be used to allow for such visibility.
- 5.2.12 No streamlining may be attached to the rider.
- 5.2.13 All oil, fuel, and coolant carrying hoses or lines must be secured at all connecting points by clips, clamps, safety wire, or other approved means.
- 5.2.14 Oil coolers must be securely mounted in a protected area. All connections must be safety wired or otherwise secured by acceptable means.
- 5.2.15 On 4 stroke machines, crankcase ventilation must be routed into a heat resistant catch can of at least 350cc capacity or the air box.
- A. If ventilation is routed into the air box, any drains from the air box must be sealed.
 - B. If ventilation is routed to a catch can, the overflow tube from the catch can must be routed into the intake area of the carburetors so that any overflow from the catch can will be drawn into the engine.
 - C. Radiator overflow and battery vent tubes may be routed into a separate catch can that need not be vented into the intake area.
 - D. Final approval of the catch can system rests with the Tech Inspector.
- 5.2.16 All engine, transmission, and final drive unit drain plugs and filler caps must be visibly safety wired. Oil filter bolts must be secured with safety wire and spin-on oil filters must be secured with a metal clamp and safety wire or other acceptable means. Fuel and radiator caps are exempt. **On models where these items are not clearly visible, enough bodywork must be removed before coming to tech inspection so the Tech Inspector can see them.**
- A. Following is a list of motorcycles that are required to remove the lower bodywork before coming to Tech Inspection:

All Suzuki GSXR models	All Honda F-4 and F-4i's
All water-cooled Ducati's	All Honda RC-51's
All Aprilia Mille 1000's	
 - B. CCS reserves the right to add to the list in section 5.2.16.A. Final decision on which machines must remove the lower fairing rests with the Tech Inspector.
- 5.2.17 Kick-starters, if retained, must be secured at two points.
- 5.2.18 Cooling system must not contain ethylene glycol.
- 5.2.19 All fuel must be gasoline as described in Section 1.
- 5.2.20 Valve stem caps with rubber o-rings installed are required on both wheels.
- 5.2.21 Supercharging is not allowed. Turbo charging is allowed only if the original equipment system is used.
- A. Nitros Oxide systems are strictly prohibited in all classes.**
- 5.2.22 The following motorcycles must have case guards installed on both sides of the engine: Suzuki GSXR (all models), Suzuki GSF (all models), Suzuki GSX (all models), Yamaha FZR400/600 & YZF (all models except R-1). Case guards may be in the form of strengthened side covers. This list is subject to change and is at the discretion of the Tech Inspector. Frame sliders are not acceptable as engine case guards.
- A. Case guard or reinforced cover required on the left side only for Yamaha YZF-R1 and 2000 to 2002 model Suzuki GSXR's with OEM style bodywork. (No openings on the lower right side of fairing.)
- 5.2.23 All 4-stroke machines must be equipped with a fluid catch pan of sufficient size and heat-resistant material to contain the contents of the crankcases in the event of an engine or crankcase failure. Minimum capacity of the fluid catch pan is to be 3 quarts.
- A. Enlargement and/or modification of an OEM fairing lower is permitted to attain the necessary fluid retention
 - B. Machines not equipped with a lower OEM fairing may install a fairing in order to comply with this rule as long as it meets the minimum requirements in Section 5.2.11 of the rules.
 - C. A maximum of two holes, 1" or smaller in diameter, may be drilled in the fluid catch pan. These holes are to be plugged during dry conditions, and may be opened only when the event is declared "wet" by the Referee/Race Director.
 - D. All fluid catch pans must be mounted in a safe and workman-like manner. (Zip-ties and duct tape do not qualify as safe and workman-like mounting.)
 - E. Final approval of the catch pan system rests with the Tech Inspector.
- 5.2.24 Final approval of machines compliance will rest with the Tech Inspector.

5.3 NUMBER DISPLAY REGULATIONS

- 5.3.1 Numbers will be assigned by CCS or Formula USA.
- 5.3.2 Expert CCS Sprint Riders will use white display areas or plates. Amateur CCS Sprint Riders will use yellow display areas or plates.
- 5.3.3 All Formula USA Expert riders will use white display areas or plates. All Formula USA Amateur riders will use yellow display areas.
- 5.3.4 Number plates, or number display areas, will be a minimum of 10 by 12 with radiused corners

5.3.5 Painted displays or separate plates.

A. Front display may be painted only if the front section of the fairing is of adequate size and display is clearly legible. Otherwise, a 10 by 12 plate must be mounted. The front display area must be unbroken by air intakes, and only one number display will be allowed.

(1.) If the rider chooses to position the front number display to the side of the air intake, that number display MUST be on the same side as the scoring station used during each event. (i.e. if you are competing at Summit Point, the front display must be on riders right. If you are competing at Roebing Road, the front display must be on riders left.) It is the riders responsibility to have the number display on the correct side before coming to Tech Inspection.

B. Side displays may be painted on rear bodywork only if that bodywork presents **a basically flat surface of adequate area**. Otherwise, a 10 by 12 plate must be mounted. The side plate must be mounted on the seat or tail section and to the rear of the rider. Mounting must be high enough to insure that the number is clearly visible when the machine is leaned (cornering) without interference caused by rider extremities or machine parts.

5.3.6 Numbers must be black and approximately 8" high and 1" wide, of standard block lettering with no shading, outlining or serifs. Number must be spaced approximately 1" from each other as well as the edge of the plate or display area. 6" numbers may be used on the rear plates. **All numbers on any display must be the same size.**

5.3.7 The following samples show the type style required to comply with these rules:

1 2 3 4 5 6 7 8 9 0

5.3.8 Number plates must be free from any stickers or sponsorship logos except as required by specific class rules.

5.3.9 Final approval of number display will rest with the Race Director.

5.4 Electronic Scoring Unit Regulations-When applicable. Not all events or affiliates will offer this benefit, so check with local officials regarding the applicable standards for mounting and usage.

5.4.1 CCS or Formula USA will issue an individual electronic scoring unit (ESU) to each participant at the time of registration. The unit then becomes the riders responsibility until returned at the conclusion of the riders final race or the conclusion of the event, whichever comes first. Failure to return unit will result in a fine equal to the replacement cost plus \$100.

5.4.2 All machines must have the ESU properly mounted before going to technical inspection. Machines without the ESU properly installed will not be given a tech sticker and cannot enter the racecourse until gain approval. The ESU is considered to be properly mounted if it is securely fastened to the rear tail section perpendicular the rear axle and the signal can be read by the ground antenna.

A. There can be no solid metal or carbon fiber between the mounted ESU and the ground antenna. In all cases where motorcycle chassis or bodywork design places solid metal or carbon fiber between the ESU and the ground antenna, it is the riders responsibility to provide an adequate or alternate mounting location that allows the ESU to function.

5.4.3 If a rider has entered multiple machines in the event, it is the riders responsibility to transfer the ESU between machines and assure that it is securely fastened. Failure to comply with this rule could result in disqualification at the discretion of the Race Director or Referee.

A. At events where electronic scoring is used, the ECU must be mounted on the machine during all practice, qualifying and race sessions. Failure to have the ECU in place could result in disqualification at the discretion of the Race Director or Referee. Penalties levied as a result of this infraction are not subject to protest or appeal.

5.4.3 Final approval of ESU mounting and location will rest with the Tech Inspector or Referee.

SECTION 6 – CCS AND FORMULA USA CATEGORIES & CLASS STRUCTURE

CCS CLASSES - Machines are classified for competition as SuperSport, SuperBike, SuperTwins, Grand Prix, Thunderbike, Formula 40 and GT.

6.1 **SuperSport** - SuperSport motorcycles are production machines sold by manufacturers and their dealers for street use in North America via normal commercial channels. All machines must have unaltered VIN numbers. Proof of compliance rests with the competitor entering the machine.

6.1.1 Production machines not sold by manufacturers and their dealers for street use in North America via normal commercial channels may be approved on an individual basis. CCS will maintain a list of non-standard approved models and that list will be available at each event from the Race Director.

6.1.2 All motorcycles must meet the following requirements in addition to the applicable requirements in Section 5.

A. Original equipment wheels, brake calipers, forks, frame, engine, fuel induction system, and swing arm must be used.

(1) 18" wheels may be replaced with 17" wheels of the same width.

- (2) 16" wheels may be replaced with 17" wheels of the same width.
- B. Aftermarket brake rotors may be used but must be the same dimensions as the originals and must be made of a ferrous material. Non-current motorcycles may use brake rotors up to the same size as those that come as original equipment on the current model machine.
- C. Any fairing may be used provided it is made of plastic, fiberglass or carbon fiber.
- D. Original equipment air box must remain as produced. Air filters must be used but may be Aftermarket units. Aftermarket air filters are restricted to units available via normal commercial channels and designed for that specific model machine. Aftermarket air filter units that replace part of the O.E.M. airbox are required to maintain the original size and number of air inlet openings as the stock unit.
- E. Engine modifications include the following:
 - (1.) Pistons which are no larger than 1mm over stock size may be used but must be same compression ratio as the OEM pistons.
 - (2.) Original equipment cylinders must be used.
 - (3.) Original equipment head, valves, and cams must remain as produced, with the exception of machining the gasket surface of the cylinder head.
 - (4.) Original equipment cases, crankshaft, and connecting rods must remain as produced.
 - (5.) Original equipment transmission gears must be used.
 - (6.) Carburetor bodies and/or throttle bodies may not be modified, bored, or polished.
- F. Internal engine modifications on all single cylinder machines, 4-stroke twin cylinder machines with less than 4 valves per cylinder, and all twin cylinder machines produced prior to the 1994 model year are unlimited, provided class displacement limits are not exceeded. Aftermarket carburetors may be used on single cylinder machines, all 4-stroke twin cylinder machines with less than 4 valves per cylinder, and all twin cylinder 4-stroke machines produced prior to the 1994 model year. 6.2.2. D. is waived for single cylinder and all twin cylinder 4-stroke machines produced prior to the 1999 model year.
- G. Tires must be DOT approved.
 - 1. If the Race Director declares a "Wet" event, commercially available rain tires may be used in place of DOT approved tires for the remainder of that race day.

6.1.3 - Displacement limits are absolute and are set as follows:

LIGHTWEIGHT SUPERSPORT (Amateur & Expert Divisions)

- Single cylinder, Unlimited displacement
- Twin cylinder, liquid cooled 2-stroke, up to 450cc
- Two stroke, air cooled, Unlimited displacement
- Twin cylinder, liquid cooled, up to 675cc
- Twin cylinder, air cooled, up to 805cc
- Twin cylinder, push-rod, up to 1210cc
- Four cylinder, liquid cooled, up to 450cc
- Four cylinder, air cooled, 2 valve, up to 675cc
- Four cylinder, liquid cooled, pre-1987 model year, up to 565cc
- Harley-Davidson Sportsters of unlimited displacement
- NOTE: Ducati/Bimota/BMW Supermono/Woods Rotax are excluded.

MIDDLEWEIGHT SUPERSPORT (Amateur & Expert Divisions)

- Single cylinder, Unlimited displacement
- Two stroke, liquid cooled, up to 515cc
- Two stroke, air cooled, Unlimited displacement
- Twin cylinder, liquid cooled, up to 800cc
- Twin cylinder, air cooled, Unlimited displacement
- Three cylinder, up to 980cc
- Four cylinder, liquid cooled, up to 640cc
- Four cylinder, air cooled, 2 valve, up to 775cc

HEAVYWEIGHT SUPERSPORT (Amateur & Expert Divisions)

- Twin cylinder, liquid cooled, up to 1000cc
- Four cylinder, liquid cooled, up to 775cc
- Four cylinder, air cooled, 2 valve, up to 1100cc
- All other engine configurations, Unlimited displacement

UNLIMITED SUPERSPORT (Amateur & Expert Divisions)

Unlimited Displacement

6.3 **SuperBike** - SuperBikes are based upon production models, sold by manufacturer and their dealers anywhere in the world for street use via normal commercial channels. Proof of compliance rests with the competitor entering the motorcycle. All machines must have unaltered VIN numbers. CCS reserves the right to declare unusual or limited production machines eligible for SuperBike competition. All machines must meet the standards of Section 5 as well as the following.

6.3.1. All machines must meet the equipment standards of Section 5, as well as the following:

- A. Frame and engine cases must be from a production, street use motorcycle, except for single cylinder motorcycles, which may use any frame or engine. **Note: Two stroke GP type machines such as TZ 125 and RS 125, etc. are excluded from CCS SuperBike.**
- B. The frame must be as originally supplied by the manufacturer on the approved model. Strengthening gussets or tubes may be added. Only brackets or tubes not supporting suspension, engine, or drive line components may be removed. Swing arms may be modified or replaced and rear shocks may be replaced or relocated.
- C. Reducing engine size of machines from stock displacement to meet lower class displacement limits is not allowed. (i.e. a bike that is a Heavyweight in origin cannot be re-sized for Middleweight competition.)
- D. Any fairing may be used if it meets the requirements of Section 5.
- E. Liquid cooling is not allowed unless original equipment on the model being used.

6.3.2- SuperBike Class displacement limits are absolute and are set as follows:

ULTRA-LIGHTWEIGHT SUPERBIKE (Amateur & Expert Divisions)

Single cylinder, unlimited displacement, unlimited frame

Two stroke, liquid cooled, up to 515cc

Two stroke, air cooled, unlimited displacement

Twin cylinder, air cooled, non-desmodromic valves up to 900cc

Twin cylinder, air cooled, desmodromic valves, up to 805cc

Twin cylinder, air cooled, 2 valve, push rod, up to 1050cc

Twin cylinder, liquid cooled, pre-1999 model year, up to 700cc

Three cylinder, non-fuel injected, up to 900cc

Four cylinder, liquid cooled, pre-1987 model year, up to 570cc

Four cylinder, liquid cooled, 1987 to 1992 model year, up to 500cc

Four cylinder, air cooled, up to 750cc

Harley-Davidson Sportsters of unlimited displacement

NOTE: Ducati/Bimota/BMW Supermono & Woods Rotax machines are excluded from this class.

LIGHTWEIGHT SUPERBIKE (Amateur & Expert Divisions)

Single cylinder, Unlimited displacement

Two stroke, liquid cooled, up to 450cc

Two stroke, air cooled, Unlimited displacement

Twin cylinder, air cooled, up to 1000cc

Twin cylinder, air cooled, push rod, up to 1210cc

Twin cylinder, liquid cooled, up to 700cc

Four cylinder, liquid cooled, up to 565cc

Four cylinder, air cooled, 2 valve, up to 750cc

Harley-Davidson Sportsters of unlimited displacement

MIDDLEWEIGHT SUPERBIKE (Amateur & Expert Divisions)

Single cylinder, Unlimited displacement

Two stroke, liquid cooled, up to 515cc

Two stroke, air cooled, Unlimited displacement

Twin cylinder, less than 4 valves per cylinder, Unlimited displacement

Twin cylinder, 4 valve per cylinder, up to 800cc

Three cylinder, up to 980cc

Four cylinder, liquid cooled, up to 660cc

Four cylinder, air cooled, 2 valve, up to 1200cc

HEAVYWEIGHT SUPERBIKE (Amateur & Expert Divisions)

Four cylinder, liquid cooled, up to 775cc

All other engine configurations, Unlimited displacement

6.4 **GRAND PRIX** - Grand Prix machines are unrestricted in all areas as long as they meet the standards of Section 5.

6.4.1 Machines not sold by manufacturers via normal commercial channels may be approved for different displacement classes on an individual basis. CCS will maintain a list of non-standard approved models and that list will be available at each event from the Race Director.

6.4.2 Grand Prix displacement limits are absolute and are set as follows:

125 GRAND PRIX

Two stroke, single cylinder, up to 125cc

LIGHTWEIGHT GRAND PRIX (Amateur & Expert Divisions)

Single cylinder, Unlimited displacement

Two stroke, liquid cooled, up to 450cc

Two stroke, air cooled, Unlimited displacement

Twin cylinder, air cooled, up to 1000cc

Twin cylinder, air cooled, push rod, up to 1210cc

Twin cylinder, liquid cooled, up to 700cc

Four cylinder, liquid cooled, up to 565cc

Four cylinder, air cooled, 2 valve, up to 750cc

MIDDLEWEIGHT GRAND PRIX (Amateur & Expert Divisions)

Single cylinder, Unlimited displacement

Two stroke, liquid cooled, pre-1985 model year, up to 750cc

Two stroke, liquid cooled, street production models, up to 515cc

Two stroke, air cooled, Unlimited displacement

Twin cylinder, 2 or 3 valves per cylinder, Unlimited displacement

Twin cylinder, 4 valve per cylinder, up to 800cc

Three cylinder, up to 1000cc

Four cylinder, liquid cooled, up to 650cc

Four cylinder, air cooled, 2 valve, up to 1200cc

UNLIMITED GRAND PRIX (Amateur & Expert Divisions)

Unlimited Displacement

6.5 **THUNDERBIKE** - Thunderbike machines, except single cylinder machines, are based upon production models, sold by manufacturers and their dealers in North America for street use. Proof of compliance rests with the competitor entering the motorcycle. Single cylinder machines are exempt from production and street use requirements. Single cylinder 2 stroke GP road race machines are not allowed in this class. All machines must have unaltered VIN numbers.

NOTE: Ducati 748 Series machines are excluded from this class.

6.5.1 Production machines not sold by manufacturers and their dealers for street use in North America via normal commercial channels may be approved on an individual basis. FORMULA USA will maintain a list of non-standard approved models and that list will be available at each event from the Race Director/Referee.

6.5.2. All machines must meet the equipment standards of Section 5, as well as the following:

- A. Frame, cylinder head(s) and engine cases must be from the same production model motorcycle. Single cylinder motorcycles may use any frame and engine.
- B. The frame must be as originally supplied by the manufacturer on the approved model. Strengthening gussets or tubes may be added. Only brackets or tubes not supporting suspension, engine, or drive line components may be removed. Swing arms may be modified or replaced and rear shocks may be replaced or relocated. Single cylinder motorcycles are excluded from this restriction.
- C. Reducing engine size of machines from stock displacement to meet Thunder class displacement limits is not allowed.
- D. Fairings that meet the requirements of Section 5 may be used.
- E. Liquid cooling is not allowed unless original equipment on the model being used.
- F. Original type of induction system must be retained. If a machine originally was sold with fuel injection, then it must remain fuel injected. If the machine originally came with carburetors, then it must use carburetors, however they need not be the original type or size.

6.5.3- CCS Thunderbike Class displacement limits are absolute and are set as follows:

THUNDERBIKE (Amateur and Expert)

Single cylinder, Unlimited displacement
Two stroke, Unlimited displacement
Twin cylinder, air cooled, Unlimited displacement
Twin cylinder, liquid cooled, 3 or less valves per cylinder, Unlimited displacement
Twin cylinder, liquid cooled, 4 valve per cylinder, non-desmodromic valves, up to 800cc
Three cylinder, non-fuel injected, up to 1200cc
Four cylinder, air-cooled, up to 1200cc
Four cylinder, liquid cooled, 1990 to 1992 model year, up to 650cc
Four cylinder, liquid cooled (oil or water), pre-1990 model year, up to 860cc
All air-cooled, 2-valve, unlimited displacement

6.6 **GT** - GT machines are unrestricted in all areas as long as they meet the standards of Section 5. Class displacement limits are absolute and are set as follows:

GTO - (Amateur & Expert Divisions)
Unlimited Displacement

GTU - (Amateur & Expert Divisions)
Displacement as per Middleweight SuperBike

GT Lights – (Amateur & Expert Divisions)
Displacement as per Lightweight SuperBike
Note: Purpose built road race machinery such as Yamaha's TZ 250, Honda's RS 250, etc. are excluded from GT Lights. 125cc two-stroke GP machines are eligible for GT Lights.

6.7 **SUPERTWINS** - SuperTwins are four stroke, two cylinder motorcycles, which meet the standards of Section 5, free from all other restrictions. SuperTwins are unlimited in displacement. (Amateur & Expert Divisions)

6.8 **FORMULA FORTY** - All participants in Formula 40 must be at least 40 years of age. (Amateur & Expert Divisions)

6.8.1 All machines legal for Lightweight SuperSport, Lightweight SuperBike, Lightweight GP, or Thunderbike are legal for Lightweight Formula 40.

6.8.2 All Formula 40 machines must meet the requirements of Heavyweight SuperSport.

LIGHTWEIGHT FORMULA 40 (Amateur & Expert Divisions)

Single cylinder, Unlimited displacement
Two stroke, Unlimited displacement
Twin cylinder, air cooled, Unlimited displacement
Twin cylinder, liquid cooled, 3 or less valves per cylinder, Unlimited displacement
Twin cylinder, liquid cooled, 4 valve per cylinder, non-desmodromic valves, up to 800cc
Three cylinder, non-fuel injected, up to 1200cc
Four cylinder, 3 or more valves per cylinder, air-cooled, up to 1200cc
Four cylinder, 2-valve, air-cooled, Unlimited displacement
Four cylinder, liquid cooled, up to 565cc
Four cylinder, liquid cooled, 1990 to 1992 model year, up to 650cc
Four cylinder, liquid cooled (oil or water), pre-1990 model year, up to 860cc

FORMULA 40 (Amateur & Expert Divisions)

Twin cylinder, liquid cooled, up to 1000cc
Four cylinder, liquid cooled, up to 775cc
Four cylinder, air cooled, 2 valve, up to 1100cc
All other engine configurations, Unlimited displacement

FORMULA USA CHAMPIONSHIP SERIES CLASSES – Formula USA Series machines are classified for competition in the following classes: SPORTBIKE, FORMULA SPORTBIKE, SUPERBIKE, THUNDERBIKE, AND TEAM CHALLENGE.

6.9 **SPORTBIKE** - Acceptable motorcycles are 4-stroke production machines, sold by the manufacturers and their dealers for street use in North America via normal commercial channels. All machines must have unaltered VIN numbers. These motorcycles must meet the following requirements in addition to the applicable requirements in Section 5.

- 6.9.1 Production machines not sold by manufacturers and their dealers for street use in North America via normal commercial channels may be approved on an individual basis. Formula USA will maintain a list of non-standard approved models and that list will be available at each event from the Race Director/Referee.
- 6.9.2 All motorcycles must meet the following requirements in addition to the applicable requirements in Section 5.
- A. Original equipment wheels, brake calipers, forks, frame, engine, fuel induction system, and swing arm must be used.
 - (1) 18" wheels may be replaced with 17" wheels of the same width.
 - (2) 16" wheels may be replaced with 17" wheels of the same width.
 - (3). Front forks on Buell motorcycles may be modified by using standard O.E.M. parts to facilitate the mounting of O.E.M. dual front brake calipers.
 - (4). Rear swing arms on Buell motorcycles may be replaced to convert final drive assembly from belt to chain drive.
 - B. Aftermarket brake rotors may be used but must be the same dimensions as the originals and must be made of a ferrous material. Non-current motorcycles may use brake rotors up to the same size as those that come as original equipment on the current model machine.
 - (1). Buell motorcycles may convert to a dual front disc brake system provided only O.E.M. calipers and wheel are used in the conversion. Aftermarket brake pads and lines may be installed. Aftermarket front brake rotors may be used but must be the same dimensions as the original equipment on S1, X-1 or M2 models and must be made of a ferrous material.
 - C. Any fairing may be used provided it is made of plastic, fiberglass or carbon fiber and it follows the shape and silhouette of the OEM bodywork.
 - D. Original equipment air box must remain as produced. Air filters must be used but may be Aftermarket units. Aftermarket air filters are restricted to units available via normal commercial channels and designed for that specific model machine. Aftermarket air filter units that replace part of the O.E.M. airbox are required to maintain the original size and number of air inlet openings as the stock unit.
 - E. Engine modifications include the following:
 - (1.) Pistons which are no larger than 1mm over stock size may be used but must be same compression ratio as the OEM pistons.
 - (2.) Original equipment cylinders must be used.
 - (3.) Original equipment head, valves, and cams must remain as produced, with the exception of machining the gasket surface of the cylinder head.
 - (4.) Original equipment cases, crankshaft, and connecting rods must remain as produced.
 - (5.) Original equipment transmission gears must be used.
 - (6.) Carburetor bodies and/or throttle bodies may not be modified, bored, or polished.
 - F. Internal engine modifications on all single cylinder machines, 4-stroke twin cylinder machines with less than 4 valves per cylinder, and all twin cylinder machines produced prior to the 1994 model year are unlimited, provided class displacement limits are not exceeded. Aftermarket carburetors may be used on single cylinder machines, all 4-stroke twin cylinder machines with less than 4 valves per cylinder, and all twin cylinder 4-stroke machines produced prior to the 1994 model year. 6.11.2. D. is waived for single cylinder machines, all 4-stroke twin cylinder machines with less than 4 valves per cylinder, and all twin cylinder 4-stroke machines produced prior to the 1999 model year.
 - G. Stock carburetor bodies or fuel injection systems must be used, but carburetor internals or fuel injection management systems may be altered or replaced.
 - 1. Twin Cylinder, air-cooled, 2-valve, pushrod engines are exempt from 6.11.2.d
 - H. Adjustable ignition or engine management modules or modules with more than one setting must be mounted in such a way that its settings cannot be changed by the rider or a crew member while on course or prior to dyno testing.
 - I. Tires must be DOT approved.
 - 1. If the Race Director declares a "Wet" event, commercially available rain tires may be used in place of DOT approved tires for the remainder of that race day.
- 6.9.3 Immediately following each qualifying session, heat race or final race, the top five finishers and other motorcycles chosen at random may be impounded and weighed tested on the Dynojet dyno to verify horsepower.
- A. For the SPORTBIKE class, each machine may develop no more than 115.0 horsepower at the conclusion of the race or qualifying. **Machines must weigh no less than 360.0 pounds in the same condition in which they finish the race or qualifying.** including all fluids such as oil and fuel. No fluids may be added prior to determination of the weight.
 - B. For the FORMULA SPORTBIKE class, each machine may develop no more than 140.0 horsepower at the conclusion of the race or qualifying. Machines must weigh no less than 375.0 pounds in the same condition in which they finish the race or qualifying.** including all fluids such as oil and fuel. No fluids may be added prior to determination of the weight.
- 6.9.4 Weight determinations are not protestable. Failure to meet weight requirement shall result in the following penalties:

1. Weighing between 0.5 to 1.0 pounds less than the posted class limit will result in the loss of three full positions. (I.E. 1st place would then be relegated to 4th place.)
2. Weighing between 1.5 to 2.0 pounds less than the posted class limit will result in the loss of six full positions. (I.E. 1st place would then be relegated to 7th place.)
3. Weighing 2.5 or more pounds less than the posted class limit will result in disqualification and the forfeiture of all points and purse money from the event.

6.9.5 Displacement limits are absolute and are set as follows:

SPORTBIKE (Expert Only)

Single cylinder, Unlimited displacement
 Two stroke, liquid cooled, up to 515cc
 Two stroke, air cooled, Unlimited displacement
 Twin cylinder, liquid cooled, up to 800cc
 Twin cylinder, air cooled, Unlimited displacement
 Three cylinder, up to 980cc
 Four cylinder, liquid cooled, up to 640cc
 Four cylinder, air cooled, 2 valve, up to 775cc

FORMULA SPORTBIKE (Expert Only)

Twin cylinder, liquid cooled, up to 1000cc
 Four cylinder, liquid cooled, up to 775cc
 Four cylinder, air cooled, 2 valve, up to 1100cc
 All other engine configurations, Unlimited displacement

6.10 **SuperBike** - SuperBikes are based upon production models, sold by manufacturer and their dealers anywhere in the world for street use via normal commercial channels. Proof of compliance rests with the competitor entering the motorcycle. All machines must have unaltered VIN numbers. Formula USA reserves the right to declare unusual or limited production machines eligible for SuperBike competition. All machines must meet the standards of Section 5 as well as the following.

6.10.1. All machines must meet the equipment standards of Section 5, as well as the following:

- A. Frame and engine cases must be from the same production, street use motorcycle, except for single cylinder motorcycles, which may use any frame or engine
1. 250cc Grand Prix machines are exempt from this requirement.
- B. The frame must be as originally supplied by the manufacturer on the approved model. Strengthening gussets or tubes may be added. Only brackets or tubes not supporting suspension, engine, or drive line components may be removed. Swing arms may be modified or replaced and rear shocks may be replaced or relocated.
- C. Reducing engine size of machines from stock displacement to meet lower class displacement limits is not allowed. (i.e. a bike that is 750cc in origin cannot be re-sized for Superbike competition.)
- D. Any fairing may be used if it meets the requirements of Section 5.
- E. Liquid cooling is not allowed unless original equipment on the model being used.

6.10.2 Immediately following each qualifying session, heat race or final race, the top five finishers and other motorcycles chosen at random may be impounded, weighed and inspected to verify displacement.

- A. For the SUPERBIKE class, each machine must weigh no less than 340.0 pounds in the same condition in which they finish the race or qualifying, including all fluids such as oil and fuel. No fluids may be added prior to determination of the weight. Weight determinations are not protestable.
 1. Weighing between 0.5 to 1.0 pounds less than the posted class limit will result in the loss of three full positions. (I.E. 1st place would then be relegated to 4th place.)
 2. Weighing between 1.5 to 2.0 pounds less than the posted class limit will result in the loss of six full positions. (I.E. 1st place would then be relegated to 7th place.)
 3. Weighing 2.5 or more pounds less than the posted class limit will result in disqualification and the forfeiture of all points and purse money from the event.**4. 250cc Grand Prix machines are exempt from this requirement.**

6.10.3- SuperBike Class displacement limits are absolute and are set as follows:

SUPERBIKE (Expert Only)

Single cylinder, Unlimited displacement
 Two stroke, liquid cooled, up to 320cc
 Two stroke, air cooled, Unlimited displacement
 Twin cylinder, less than 4 valves per cylinder, Unlimited displacement

Twin cylinder, 4 valve per cylinder, up to 800cc
Three cylinder, up to 980cc
Four cylinder, liquid cooled, up to 660cc
Four cylinder, air cooled, 2 valve, up to 1200cc

6.11 **THUNDERBIKE**- Thunderbike machines, except single cylinder machines, are based upon production models, sold by manufacturers and their dealers in North America for street use. Proof of compliance rests with the competitor entering the motorcycle. Single cylinder machines are exempt from production and street use requirements. Single cylinder 2 stroke GP road race machines are not allowed in this class. All machines must have unaltered VIN numbers.

NOTE: Ducati 748 Series machines are excluded from this class.

6.11.1 Production machines not sold by manufacturers and their dealers for street use in North America via normal commercial channels may be approved on an individual basis. FORMULA USA will maintain a list of non-standard approved models and that list will be available at each event from the Race Director/Referee.

6.11.2. All machines must meet the equipment standards of Section 5, as well as the following:

- A. Frame, cylinder head(s), and engine cases must be from the same production model motorcycle. Single cylinder motorcycles may use any frame and engine.
- B. The frame must be as originally supplied by the manufacturer on the approved model. Strengthening gussets or tubes may be added. Only brackets or tubes not supporting suspension, engine, or drive line components may be removed. Swing arms may be modified or replaced and rear shocks may be replaced or relocated. Single cylinder motorcycles are excluded from this restriction.
- C. Reducing engine size of machines from stock displacement to meet Thunderbike class displacement limits is not allowed.
- D. Fairings that meet the requirements of Section 5 may be used.
- E. Liquid cooling is not allowed unless original equipment on the model being used.
- F. Original type of induction system must be retained. If a machine originally was sold with fuel injection, then it must remain fuel injected. If the machine originally came with carburetors, then it must use carburetors, however they need not be the original type or size.

G Thunderbike machines are required to meet horsepower to weight limit of 3.8 lbs per horsepower . (Tested weight divided by tested horsepower during post race inspection.)

1. Penalties for failure to meet this requirement will follow Sportbike parameters.

6.11.3- Thunderbike Class displacement limits are absolute and are set as follows:

THUNDERBIKE

Single cylinder, Unlimited displacement
Two stroke, Unlimited displacement
Twin cylinder, air cooled, Unlimited displacement
Twin cylinder, liquid cooled, 3 or less valves per cylinder, Unlimited displacement
Twin cylinder, liquid cooled, 4 valve per cylinder, non-desmodromic valves, up to 800cc
Three cylinder, non-fuel injected, up to 1200cc
Four cylinder, air-cooled, up to 1200cc
Four cylinder, liquid cooled, 1990 to 1992 model year, up to 650cc
Four cylinder, liquid cooled (oil or water), pre-1990 model year, up to 860cc
All air-cooled, 2-valve, unlimited displacement

SECTION 7 DYNOJET DYNAMOMETER HORSEPOWER ENFORCEMENT Horsepower is limited in SPORTBIKE and THUNDERBIKE. Horsepower limits will be enforced using a Dynojet Dynamometer. The following regulations are in effect for all of those classes:

7.1 General

- 7.1.1 The Dynojet dyno is open only to machines entered in Formula USA horsepower controlled classes.
- 7.1.2 Hours of operation will be listed in the event regulations and/or posted in the dyno area.
- 7.1.3 The dyno may be closed during qualifying and at lunch break on race day for all pre-race testing. The dyno may also be closed to pre-race testing when deemed necessary by the Tech Inspector or dyno operator.
- 7.1.4 Switches or other operator controlled devices designed to affect horsepower readings during dyno testing are strictly prohibited.
- 7.1.5 All machines are restricted to the mounting and use of one ignition or engine management module (black box) during all competition.
- 7.1.6 Adjustable modules or modules with more than one setting must be mounted in such a way that its settings cannot

be changed by the rider or a crew member while on course or prior to dyno testing.

7.1.7 Exhaust baffles must be fixed or secured in a manner that will prevent adjustment by the rider or crewmember prior to dyno testing without the use of tools.

7.1.8 Throttle stops or cable adjustments must be fixed or secured in a manner which will prevent adjustment by the rider or crew member prior to dyno testing without the use of tools.

7.1.9 The Tech Inspector may request removal of bodywork before, during, or after dyno testing, and may request removal of other components for visual inspection.

7.1.10 Any machine not capable of post race dyno testing will be deemed to have failed the dyno test. Machines will be run on the dyno until maximum output is achieved. If, in the opinion of the dyno operator or a series official, an unsafe condition exists while performing dyno testing, the dyno test will be stopped and the Race Director/Referee will make a final decision on the dyno test results.

7.1.11 Burnouts or other unnecessary revving of the engine after any competition will be considered an attempt to affect horsepower readings, and a penalty or fine may be levied against the rider.

7.1.12 Dyno readings are not protestable. The Tech Inspector and/or the dyno operator will determine legality of machines.

7.1.13 Competitors in dyno classes may only view their own dyno runs. A maximum of two team members may be present at the dyno during runs.

7.1.14 No running engines allowed in the dyno area except for those machines being tested.

7.2 Qualifying

7.2.1 All machines must remain on pit road until officially released after the qualifying session has ended. Failure to do so will result in a loss of all qualifying times up to that point in the event. The rider MAY be added to the grid if eligible under the regulations set forth in Section 3.4.3 Formula USA Gridding Procedures.

7.2.2 Any machine may be called in for horsepower verification after qualifying sessions.

7.2.2 Failure to report directly to the post-qualifying dyno test may result in disqualification. Any penalty imposed will be at the discretion of the Referee and will not be protestable.

7.2.3 Failure to report to the post-qualifying dyno test will result in a loss of all qualifying times up to that point in the event.

7.2.4 Failing the post-qualifying dyno test will result in the penalties listed below.

A. Testing between 0.1 to 1.0 horsepower over the posted class limit will result in the loss of three full positions. (I.E. 1st place would then be relegated to 4th place.)

B. Testing between 1.1 and 2.0 horsepower over the posted class limit will result in the loss of six full positions. (I.E. 1st place would then be relegated to 7th place.)

C. Testing 2.1 or more horsepower over the posted class limit will result in disqualification and the forfeiture of all points and purse money from the event.

7.2.4 Post qualifying dyno testing will be done at the discretion of the Tech Inspector.

7.2.5 Competitors experiencing mechanical difficulties or a crash during qualifying or a final race are required to report directly to the dyno, whether returning to the paddock under their own power or via the crash truck. Failure to report to the dyno area may result in being disqualified from the event.

7.3 Post Race

7.3.1 All machines designated for inspection by the Tech Inspector or Race Director/Referee will be tested on the official Dynojet dyno to verify horsepower. Should any of the designated machines be required for victory circle activities, they may report directly to victory circle and immediately upon conclusion of awards presentations proceed directly to the designated impound area. Machines not required for victory circle will report directly to the impound area.

7.3.2 All machines will run on the dyno as soon as possible following the end of the race. Failure to report to the dyno will result in a disqualification.

7.3.3 Motorcycles will be run on the dyno in the condition that they finished the race.

7.3.4 The order that the machines run on the dyno will be chosen at random by the Tech Inspector.

7.3.5 Any entrant that fails post race dyno testing will assume the points and purse of the position they are listed in on the official final results. Failing the post race dyno test will result in penalties listed below:

A. Testing between 0.1 to 1.0 horsepower over the posted class limit will result in the loss of three full positions. (I.E. 1st place would then be relegated to 4th place.)

B. Testing between 1.1 and 2.0 horsepower over the posted class limit will result in the loss of six full positions. (I.E. 1st place would then be relegated to 7th place.)

C. Testing 2.1 or more horsepower over the posted class limit will result in disqualification and the forfeiture of all points and purse money from the event.

SECTION 8 -CCS CHAMPIONSHIP PROGRAMS

8.1 **CCS POINTS** - Points will be awarded based upon the final results of each class run at each race using the following scale:

First	65	Twenty-sixth	25
Second	60	Twenty-seventh	24
Third	56	Twenty-eighth	23
Fourth	53	Twenty-ninth	22
Fifth	50	Thirtieth	21
Sixth	48	Thirty-first	20
Seventh	46	Thirty-second	19
Eighth	44	Thirty-third	18
Ninth	42	Thirty-fourth	17
Tenth	41	Thirty-fifth	16
Eleventh	40	Thirty-sixth	15
Twelfth	39	Thirty-seventh	14
Thirteenth	38	Thirty-eighth	13
Fourteenth	37	Thirty-ninth	12
Fifteenth	36	Fortieth	11
Sixteenth	35	Forty-first	10
Seventeenth	34	Forty-second	9
Eighteenth	33	Forty-third	8
Nineteenth	32	Forty-fourth	7
Twentieth	31	Forty-fifth	6
Twenty-first	30	Forty-sixth	5
Twenty-second	29	Forty-seventh	4
Twenty-third	28	Forty-eighth	3
Twenty-fourth	27	Forty-ninth	2
Twenty-fifth	26	Fiftieth	1

8.1.1 Points as described above are awarded based upon order of finish for all riders, irrespective of number of entries in the class.

8.1.2 Points as described above are awarded based upon order of finish as well as rider status (Expert or Amateur) except in those classes that have no divisions.

8.2 **CCS SERIES CHAMPIONSHIPS** - Points earned in each class will be accumulated to determine Champions in each announced championship series as well as Race of Champions Grid Positions.

8.2.1 In the event of a tie, the rider with the most first place finishes will be declared Champion. If a tie still exists, then 2nd Place finishes will be used, etc. until the tie is broken. If a tie cannot be broken, then the riders will be declared CO-champions and order of entry will establish priority for Race of Champions gridding.

8.2.2 Regional Top Ten competition numbers will be assigned in each series by combining all points scored in all SuperSport classes, all SuperBike classes, all GT classes, Lightweight Grand Prix, Middleweight Grand Prix and Unlimited Grand Prix by each Expert ranked rider during the season in that series. The rider with the most points will be issued #1 for the following season. The rider with the second highest point total in that region will be issued #2, etc., until ten riders have been assigned the numbers 1 through 10.

8.2.3 Regional Overall Championships (Amateur and Expert Divisions) will be assigned in each series by combining all points scored in all SuperSport classes, all SuperBike classes, all GT classes, Lightweight Grand Prix, Middleweight Grand Prix and Unlimited Grand Prix by each Amateur ranked rider during the season in that series. The rider with the most points will be recognized as the Regional Overall Champion.

Note: Affiliated organizations may use their own system for issuing numbers.

8.3 **CCS NATIONAL SPORTSMAN CHAMPIONSHIPS** - Winners of each class at the annual Race of Champions will be declared CCS National Sportsman Champions.

8.3.1 All licensed riders will be issued a Race of Champions entry.

A. Series Champions will be gridded first. Note: 2003 National Expert Champions will be gridded on the pole, providing they submit their pre-entry in time.

B. Riders with a regional ranking in the class that they are entering will be gridded in order of their series ranking providing they submit their pre-entry in time.

C. All other riders will be gridded in order of entry.

2003 CHAMPIONSHIP CUP SERIES
NATIONAL SPORTSMAN CHAMPIONS

2003 Lightweight SuperSport Championship

Expert - ED KEY, MARSHALL, WI
Amateur - RON BELISLE, PEMBROKE PINES, FL

2003 Middleweight SuperSport Championship

Expert - SCOTT GREENWOOD, DUNBARTON, NH
Amateur - WILLIAM MEYERS II, JACKSONVILLE, FL

2003 Heavyweight SuperSport Championship

Expert - SCOTT GREENWOOD, DUNBARTON, NH
Amateur - MICHAEL SHALLCROSS, CRYSTAL LAKE, IL

2003 Unlimited SuperSport Championship

Expert - STEVE RAPP, CORONA, CA
Amateur - JORGE RODRIGUEZ, MIAMI, FL

2003 Lightweight SuperBike Championship

Expert - JEFF HARDING, CORNING, NY
Amateur - MICHAEL MILLS, WESTON, FL

2003 Middleweight SuperBike Championship

Expert - JEFF WOOD, MANSFIELD, MA
Amateur - KANE LASKY, BOISE, ID

2003 Heavyweight SuperBike Championship

Expert - MATT FURTEK, SOUTH HOLLAND, IL
Amateur - JORGE RODRIGUEZ, MIAMI, FL

2003 Lightweight Grand Prix Championship

Expert - BARRETT LONG, MIAMI, FL
Amateur - RON BELISLE, PEMBROKE PINES, FL

2003 Middleweight Grand Prix Championship

Expert - SCOTT GREENWOOD, DUNBARTON, NH
Amateur - NED BROWN, VIRGINIA BEACH, VA

2003 Unlimited Grand Prix Championship

Expert - MARCO MARTINEZ, FORT LAUDERDALE, FL
Amateur - WILLIAM MEYERS II, JACKSONVILLE, FL

2003 Grand Prix Singles Championship

Expert - STEVE WENNER, POMPAÑO BEACH, FL
Amateur - ELAINE SEASLY, TUCSON, AZ

2003 Ultra - Lightweight Sportsman Championship

VICTOR HYMAN, CEDAR RAPIDS, IA

2003 Lightweight Sportsman Championship

Expert - KEVIN WEIR, FORT MONTGOMERY, NY
Amateur - JAMESON WHITE, LEOMIUSTER, MA

2003 Middleweight Sportsman Championship

Expert - VAHAN BUCHAKJIAN, CLIFTON PARK, NY
Amateur - MIKI ESPIRITU, OKLAHOMA CITY, OK

2003 Thunderbike Championship

Expert - DARREN JAMES, VANCOUVER BC CANADA
Amateur - ERIC HELMBACH, CALIFON, NJ

2003 GTO Championship

Expert - STEVE RAPP, CORONA, CA
Amateur - WILLIAM MEYERS II, JACKSONVILLE, FL

2003 GTU Championship

Expert - SCOTT GREENWOOD, DUNBARTON, NH
Amateur - WILLIAM MEYERS II, JACKSONVILLE, FL

2003 GT Lights Championship

Expert - ED KEY, MARSHALL, WI
Amateur - MICHAEL MILLS, WESTON, FL

2003 SuperSingles Championship

Expert - JERRY WOOD, PROSPECT, ME.
Amateur - MIKE EMERY, OVIEDO, FL.

2003 SuperTwins Championship

Expert - DOUGLAS A GROSS, HOMESTEAD, FL
Amateur - RICHARD H EANES, RALEIGH, NC

2003 Formula 40 Championship

Expert - RICHARD CROLY JR, DELTONA, FL
Amateur - RICHARD H EANES, RALEIGH, NC

2003 Sportbike Championship

Expert - STEVE RAPP, CORONA, CA
Amateur - BENJAMIN THORNTON, COLUMBIA HGTS, MN.

SECTION 9 – FORMULA USA CHAMPIONSHIP PROGRAMS

9.1 **POINTS** - Points will be awarded based upon the final results of each class run at each race using the following scale:

First	25	Ninth	7
Second	20	Tenth	6
Third	16	Eleventh	5
Fourth	13	Twelfth	4
Fifth	11	Thirteenth	3
Sixth	10	Fourteenth	2
Seventh	9	Fifteenth	1
Eighth	8		

9.1.1 Points as described above are awarded based upon order of finish for all riders, irrespective of number of entries in the class.

9.1.2 Pole Award-Formula USA will award a 1-point bonus to each rider who secures a pole position in a time qualified class providing the grid is set by time.

9.2 **FORMULA USA SERIES CHAMPIONSHIPS** - Points earned in each class will be accumulated to determine champions in each announced championship series. The rider with the most points will be issued #1 for the following season.

9.2.1 In the event of a tie, the rider with the most first place finishes will be declared Champion. If a tie still exists, then second place finishes will be used, etc. until the tie is broken. If a tie cannot be broken, then the rider with the best result in the final race will be declared the champion. The same procedure will be used for all positions in the championship series.

2003 FORMULA USA CHAMPIONSHIP SERIES NATIONAL CHAMPIONS

Sportbike Champion

SCOTT GREENWOOD, DUNBARTON, NH

Superbike Champion

MATT WAIT, LODI, CA

Unlimited Grand Prix Expert Champion

ERIC WOOD, MANSFIELD, MA

Thunderbike Champion

DAVE ESTOK, NEW SMYRNA BEACH, FL

Unlimited Grand Prix Amateur Champion

HECTOR JIMENEZ, PASSAIC, FL

Team Challenge Overall Champion

MIDCITIES MOTORSPORTS 1, SLINGER, WI

Team Challenge GTO Champion

MIDCITIES MOTORSPORTS 1, SLINGER, WI

Team Challenge GTU Champion

HOOTERS NORTHEAST, DEERFIELD, NH.

Team Challenge GTL Champion

ROADRACINGWORLD.COM BUELL, LAKE ELSINORE, CA.

SECTION 10 – CCS TRACK CHAMPIONSHIP PROGRAMS

- 10.1 **TRACKS** - CCS will sponsor a Track Championship Series at each of the home tracks for the Pacific, Great Plains, Mid-West, Mid-Atlantic, Southeast and Southwest Regional Championship Series.
- 10.1.1. Pacific home track will be Streets of Willow Springs, Rosamond, CA.
 - 10.1.2. Great Plains home track will be Heartland Park-Topeka, Topeka KS..
 - 10.1.3. Mid-Atlantic home track will be Summit Point Raceway, Summit Point, WV.
 - 10.1.4. Mid-West home track will be Blackhawk Farms Raceway, So. Beloit, IL.
 - 10.1.5. Southeast home track will be Roebing Road Raceway, Faulkville, GA..
 - 10.1.6. Southwest home track will include all events at Firebird International Raceway, Chandler, AZ.
- 10.2 **POINTS** - Points for all classes will be awarded at Track Championship Series events, and applied to the Track Championship Point Standings. Points will be awarded utilizing the scale in section 8, unless otherwise posted as a double-points event.
- 10.3 **TRACK CHAMPIONSHIPS** - Points will be accumulated over the course of the season with the Expert and Amateur rider earning the most total points in all SuperSport classes, all SuperBike classes, all GT classes, Lightweight Grand Prix, Middleweight Grand Prix and Unlimited Grand Prix classes run at that track, will be declared the 2004 Track Champion.
- 10.3.1 In the event of a tie in the number of points earned, then the rider with the most race wins will be declared champion.
 - A. Should the 1st place finishes still result in a tie, then 2nd place finishes will be considered, etc.
 - B. Should all attempts to break a tie still result in equal results, then the results of the series finale will be the determining factor.
- 10.4 **TRACK CHAMPIONSHIP AWARDS** - The Amateur and Expert Track Champions will receive free entries in all classes run by CCS at the track he/she holds the Championship at for the 2004 season.
- 10.4.1 2003 Track Champions will not be eligible for the 2004 Track Championship and it's award.

SECTION 11 – FORMULA USA TEAM CHALLENGE CHAMPIONSHIPS

- 11.1 The Formula USA Team Challenge National Championship will be a series of events run in conjunction with the Formula USA points races during the season. Championship points will be awarded by the Formula USA point scale found in Section 9.1 of this rulebook.
- A. Team Challenge Class Championships – Individual class championships will be awarded in the Formula USA Team Challenge based on cumulative point totals per class as referred to in Section 9 of this rulebook.
 - B. Formula USA Team Challenge Championship - Points will be awarded based on overall event finishes, regardless of class, using the point scale found in Section 9 of this rulebook. The Formula USA Team Challenge Championship and top ten numbers for the 2005 season will be based on this final point standing from the 2004 season.
- 11.2 Race Distance- Team Challenge events will be considered complete after posted distance or the posted time limit has expired, whichever comes first. The clock will start at the display of the original 5-minute board. . Should the checkered flag be displayed prior to the published or announced race distance or time, the race will be considered complete.
- A. Unless otherwise posted, the Team Challenge distance will be 200 kilometers or 2 hours in length.
- 11.3 Team Composition- Each team shall consist of a Team Captain, who shall register the team with Formula USA, and a minimum of one other CCS or Formula USA licensed rider. All dealings with the Team shall be with the Team Captain or his designated representative, and this person will be held responsible for the actions of the riders and crewmembers associated with the team. All awards, purse money and trophies will be presented to the Team Captain, as the official representative of the team. This program is open to all CCS and Formula USA riders, regardless of Amateur or Expert status, provided their team is properly registered.
- 11.4 Race Procedures- The Team Challenge will follow the race procedures listed in Section 3 with the exception of a mandatory pit stop for rider change. Points will be awarded by the Formula USA point scale at all National races
- 11.4.1 Same Machine must start and finish the race. The frame shall denote machine, and the serial number on the frame shall be the identifying mark used by Formula USA officials to verify same machines finish as started. If a machine is taken into the paddock area, it will not be allowed to rejoin the race and it will be credited for laps completed up to that point, then placed on the results accordingly.
 - 11.4.2 Machine must carry the number assigned to the team on all three number plates and meet the requirements set forth in Section 5.

11.4.3 Pit Stops-All teams will be required to stop at least once for a mandatory rider change. Therefore, pit road will be closed to all spectators for the duration of the Team Challenge. Only credentialed riders and crew may be on pit road during the event

- A. Rider Change- All teams must change riders at least once during the event. There is no minimum or maximum time per rider. Mandatory rider changes cannot be done while race is stopped during a red flag situation
- B. Refueling-Refueling on pit road is allowed as long as the following guidelines are met. All refueling devices are to be made of non-ferrous metal or other suitable materials to prevent metal-to-metal contact. Each team must have a 10lb (or two 5lb) BC-rated chemical fire extinguisher manned and ready with the pin pulled during any refueling procedure on pit road.
- C. Pit Crew- There will be a maximum of seven people allowed over the wall on pit stops, including the riders. All over-the-wall crewmembers must wear shirts with sleeves, long pants, and closed toed shoes. This includes the person manning the fire bottle.
- D. Signaling Crew – Crew members who do not actively work on a machine during a pit stop are exempt from the long pants requirement as long as they are in or on their way to the designated signaling area.
- E. Allowable Repairs- Repairs are unlimited (except for frame replacement), as long as machine remains on pit road, either on hot pit side, or behind the pit wall. If a machine is taken into the paddock area, it will not be allowed to rejoin the race and it will be credited for laps completed up to that point, then placed on the results accordingly.

11.5 Team Challenge Classes – Team Challenge machines are unrestricted in all areas as long as they meet the standards of Section 5. Grid spots will be filled on a first come, first served basis until maximum track density is reached. Class displacement limits are absolute and are set as follows:

GTO - Unlimited Displacement

GTU - As per Middleweight Superbike
Single cylinder, Unlimited displacement
Two stroke, liquid cooled, up to 515cc
Two stroke, air cooled, Unlimited displacement
Twin cylinder, less than 4 valves per cylinder, Unlimited displacement
Twin cylinder, 4 valve per cylinder, up to 800cc
Three cylinder, up to 980cc
Four cylinder, liquid cooled, up to 650cc
Four cylinder, air cooled, 2 valve, up to 1200cc

GTL- as per Lightweight Superbike
Single cylinder, Unlimited displacement
Two stroke, liquid cooled, up to 450cc
Two stroke, air cooled, Unlimited displacement
Twin cylinder, air cooled, up to 1000cc
Twin cylinder, air cooled, push rod, up to 1210cc
Twin cylinder, liquid cooled, up to 700cc
Four cylinder, liquid cooled, up to 565cc
Four cylinder, air cooled, 2 valve, up to 750cc
Harley-Davidson Sportsters of unlimited displacement
Note: Purpose built road race machinery such as Yamaha's TZ 250, Honda's RS 250, etc. are excluded from GT Lights.
125cc two-stroke GP machines are eligible for GT Lights.

SECTION 12 - PROTESTS

12.1 **PROTEST TYPES** - The basic types of protests are:

- 12.1.1 Scoring and/or Race Operations
- 12.1.2 Class suitability - visual discrepancies
- 12.1.3 Class suitability - internal engine discrepancies
- 12.1.4 Fuel - properties of fuel used in competition.

12.2 **SAFETY OR PROCEDURE PROTEST** - Protests will not be accepted regarding safety or procedure violations by another competitor. Those violations will only be acted upon when there is official confirmation that the violation took place.

12.3 **PROTEST TIME PERIOD** - All protests must be delivered, in writing, to an official within the time limits outlined below. Protests requiring a fee must be accompanied with the appropriate funding in cash or certified check.

12.3.1 Protests must be delivered within 30 minute of posting of the race results. Protests will not be considered after the 30-minute period has elapsed and results will be considered final. Once final results are submitted for points updates, no changes can be made to results or points for that event.

12.3.2 The official receiving the protest must sign it, and note the time in writing.

12.4 **PROTEST REQUIREMENT** - Protests among participants are limited to those within the same class.

12.5 **SCORING PROTEST** - Scoring protests must be made in writing and accompanied by a \$25.00 protest fee. Scoring protests do not need rule book references.

12.5.1 Should a scoring protest be upheld, the fee will be returned to the protesting rider.

12.5.2 Should a scoring protest be denied, Championship Cup Series will retain the fee.

12.6 **CLASS SUITABILITY PROTEST** - Participants in class suitability protests are limited to the protesting rider, the protested rider, the Technical Inspector, the Referee/Race Director or a representative of either of the riders involved.

12.6.1 The written protest must specify the rules or procedures that are in question, to include page number and item number from this rulebook.

12.6.2 Protests regarding equipment, which does not require any mechanical disassembly, only visual inspection, do not require payment of a fee.

12.6.3 Class suitability internal protests require payment of fees as follows:

\$25.00 For protests requiring removal of bodywork, including but not limited to fuel tank, fairing, seat cowling and airbox cover.

\$75.00 For protests requiring removal of valve covers

\$100.00 For protests requiring the removal of the oil pan (Included in disassembly of cases)

\$100.00 For protests requiring testing on the Dynojet Dyno.

\$300.00 For protests requiring removal of cylinder head or cylinders

\$500.00 For protests requiring disassembly of cases

12.6.4 Should the protest be upheld, the protesting rider will be refunded the protest fee.

12.6.5 Should the protest be denied, the protested rider will be awarded the protest fee.

12.6.6 At the discretion of the Chief Tech Inspector, either the protested party or Championship Cup Series personnel will perform all required disassembly.

12.6.7 Championship Cup Series personnel or subcontractors will make all required measurements.

12.6.8 Official inspections or protests by the Referee or Race Director are exempt from any required fees.

12.7 **FUEL PROPERTIES** - Competitors may protest the fuel utilized by another competitor by submitting a protest in writing, accompanied by a \$100.00 deposit.

12.7.1 Protesting party must agree to reimburse Championship Cup Series or Formula USA for the costs of analysis if the fuel is found to be legal. If the fuel is found to be illegal, the \$100.00 deposit will be refunded and the protested party will be fined an amount at least equal to the cost of analysis.

12.7.2 A fuel sample will be drawn by Championship Cup Series or Formula USA personnel and if necessary, submitted for laboratory analysis. The finding of the Championship Cup Series or Formula USA personnel or laboratory will be considered final.

12.8 **PROTEST WITHDRAWAL** - Once made a protest may not be withdrawn without permission of the Referee/Race Director. The protesting party must pay any legitimate expense, to which the Referee/Race Director may be put as a result of the protest, and a deposit may be demanded in advance. If the protest is upheld, however, and the machine found to be illegal, such costs must be reimbursed by the protested party.

12.9 **PROTEST DOCUMENTATION** - It is the responsibility of the protested party to produce documentation regarding specifications of his/her machine for use in determining class suitability. Such documentation must be produced within 60 minutes of notification to the protested party or the protest will be upheld.

12.10 **NON-ACCEPTABLE PROTESTS** - Protests shall not be accepted on decisions of officials with respect to the interpretation of the rules as they pertain to race procedures. Such decisions include, but are not limited to, the line up of the motorcycles, the start of the race, the control of the motorcycles, the election to stop or delay a race, the position of motorcycles on restarts, and the assessment of lap or stop & go penalties.

12.10.1 The Referee/Race Director will not accept any protest determined to be frivolous or malicious.

12.11 **PROTEST DECISIONS** - the Referee/Race Director will make Decisions regarding any protest.

12.11.1 The Referee/Race Director will make a decision regarding the penalty to be levied in the event of an upheld protest.

SECTION 13 – PENALTIES

13.1 **GENERAL PENALTIES** - Unless penalties are otherwise expressly provided for in this rule book the Referee/Race Director may levy penalties (i.e. one lap, stop & go, etc.) fine, deduct points, disqualify, or suspend any rider for the remainder of the meet for any violation of the rules of competition, insubordination, or any other conduct detrimental to the meet. In addition, the Referee/Race Director may levy fines ranging from \$25.00 to \$5000.00, and can recommend suspension from future

Championship Cup Series or Formula USA events. Fined riders are barred from further competition pending payment of the fine, unless there is an appeal in process.

13.2 **FINES AND SUSPENSIONS** - The following offenses are subject to fines or suspensions as called for in Section 13.1:

13.2.1 Abetting or knowingly engaging in any meet in which the result is prearranged.

13.2.2 Directly or indirectly, offering or accepting, any form of bribe or compensation to or from any person participating in the meet, with a purpose to pre-arrange the outcome of the competition.

13.2.3 Attempting to circumvent the rules by competing on a motorcycle other than the one entered in the meet.

Permission to change motorcycle must be obtained from the Referee.

13.2.4 Attempting to circumvent the rules by competing on a machine not complying with Section 5-Equipment

Standards is subject to fines of not less than \$500.00 and/or suspension at the discretion of the Referee/Race Director.

13.2.5 Failure to return issued Electronic Scoring Unit at the conclusion of an event. Failure to return ESU will result in a fine equal to the replacement cost plus \$100.

13.3 **FALSIFYING CREDENTIAL PENALTY** - Penalty for falsifying license applications, loan of license to another party, or participation in fraudulent use of credentials may be suspension of at least one year and possible fines.

13.4 **REFUSING EXAMINATION PENALTY** - Penalty for refusing to allow examination and/or measurement of a machine's components shall be a fine of \$500.00 and suspension for at least 30 days. The suspension period will begin the date the fine is paid.

SECTION 14 - APPEALS

14.1 **APPEAL TYPES** - Appeals may be made as to the following:

14.1.1 Decisions in regard to protest.

14.1.2 Penalties imposed.

A. Appeals will not be accepted on penalties that are specifically listed in this rulebook

14.2 **APPEAL TIME TABLE** - For a period of 60 minutes following an appealable decision, the person wishing an appeal must give notice if he/she is exercising his/her right to an appeal.

14.2.1 Appeals must be delivered at the meet, or mailed to Championship Cup Series or Formula USA with a US Government postal mark no later than 48 hours from the time of decision on the protest. All appeals must be accompanied with cash or money order in the amount of \$500.00. Within 14 days of the appeal, the appellant and the Championship Cup Series officials involved in the protest decision must file statements and documents pertaining to their position on the matter. All filings are to be made to Championship Cup Series and Formula USA offices.

14.3 **APPEAL BOARD** - The Championship Cup Series Director will appoint a three-member appeal board. None of the members shall be employees or officials of Championship Cup Series. The appellant will be given written notice of the location and time of the board hearing, and may appear on their own behalf.

14.3.1 If the appellant chooses to appear on their own behalf, it is the appellant's responsibility to appear at the Appeal Board location. The sanctioning body shall make every effort to schedule the board at or before the next event for that series. Should the time table require the Appeal Board meet before the next event, the sanctioning body shall schedule the meeting within a reasonable distance of the appellant's residence.

14.4 **APPEAL DECISION** - Appeal Board will meet and render a decision before the next points-paying event when ever possible. The decision of the appeal board will be rendered in writing within seven days of the hearing, and is considered the final word on the matter. The decision is binding to all parties.

14.4.1 If the appeal is turned down, the \$500.00 fee will be forfeited. If the appeal is upheld, the fee will be returned.

14.5 **APPEALED AWARDS** - Should the option to appeal be exercised, those awards which may be affected will be withheld, pending a final decision on the appeal.

SECTION 15 - SPECIAL EVENTS

15.1 **SPECIAL EVENTS** - Opportunities may arise which allow for the organization of special or invitational events. Special regulations regarding equipment, purses, and rider selection will be announced.

ADDENDUM 1 – FLORIDA VINTAGE SERIES

Section 1 – Florida Vintage Series

Florida Vintage Series - The Florida Vintage Series is committed to maintaining a safe and competitive environment for the machines that helped make motorcycle racing what it is today. The exposure to these pieces of living history from our sports past that FVS provides is essential to the health, well being and future of motorcycle road racing. (Plus they're neat to look at!)

1.1 – **VINTAGE**-Vintage machines are unrestricted in all areas, except age, as long as they meet the standards of Section 5 and use wheels at least 18" in diameter.

Vintage displacement limits are absolute and are set as follows:

Lightweight Vintage

Pre-1976 Up to 250cc air-cooled 2-strokes (Factory road race or production, all models)

Pre-1976 Up to 500cc air-cooled 4-strokes (Factory road race or production, all models)

Heavyweight Vintage

Pre- 1985 Up to 750cc, 2-stroke factory road race or production

Pre- 1983 Up to 1200cc, 4-stroke, push-rod

Pre- 1983 Up to 1200cc, 4-stroke, OHC, twins

Pre- 1983 Up to 1200cc, 4-stroke, DOHC, triples

Pre- 1983 Up to 1085cc, 4-stroke, OHC, air-cooled, four cylinders

Pre- 1983 Up to 750cc, 4-stroke, DOHC, air-cooled, 4-valve, four cylinder