



2025 Race Season Rulebook

DISCLAIMER

These CIMM 2024 Race Season rules are made available to any individual. Compliance with these rules is mandatory and is the responsibility of each Rider. Enforcement of these rules is the responsibility of designated CIMM officials for each race.

MOTORCYCLE RACING IS EXTREMELY DANGEROUS. EVERY COMPETITOR ASSUMES BY HIS/HER PARTICIPATION RESPONSIBILITY FOR ALL RISKS OF COMPETITION INCLUDING DAMAGE OR LOSS OF PROPERTY, INJURY, OR DEATH. EVERY COMPETITOR ASSUMES BY HIS/HER PARTICIPATION THE RESPONSIBILITY AND OBLIGATION TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND INDIVIDUAL CONDITIONS AND MUST ASSUME ALL RISKS OF COMPETITION.

These CIMM rules are written to ensure that all riders have the opportunity to compete in motorcycle roadracing as impartially and as safely as possible. It is not possible to anticipate every circumstance and cover it in this rulebook, therefore, common sense and a regard for fairness will be the fundamental principle in interpretation and enforcement of the rules by CIMM officials. The individual CIMM official responsible for the matter concerned will be empowered to carry out the enforcement of these regulations and shall have the final voice at the scene (See Chapter Five for rider protest and appeal procedures). Any discussion of or suggestions regarding CIMM rules should be submitted in writing to CIMM. Suggestions will be reviewed for consideration by the CIMM officials and technical advisors for possible inclusion in the next Rulebook.

Rule changes for 2025 are shown in red text

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CHAPTER ONE: CLASSIFICATION OF RIDERS, RACE SERIES, POINTS AND AWARDS

1. Depending on class and grid sizes, riders may be assigned a Novice or Expert status, based on evaluation by CIMM staff.
2. Points earned at all Sprint Events count toward the season championship points for each individual class. Due to the variety of bikes that participate in CIMM events, there are no overall championship points.
3. Only riders taking the checkered flag at the start/finish line under power on the racetrack or pit lane will be awarded points. Points are not awarded for heat races
4. Points, for each class, will be awarded for each Final Sprint Race using the following table:

1st - 20
2nd - 18
3rd - 16
4th - 15
5th - 14
6th - 13
7th - 12
8th - 11
9th - 10
10th - 9
11th - 8
12th - 7
13th - 6
14th - 5
15th - 4
16th - 3
17th - 2
18th - 1

CHAPTER TWO: RACE OFFICIALS

- 1. Race Director:** The CIMM Race Director shall be in overall charge at any race meet. The duties and responsibilities of the race director include but are not limited to, course preparation and safety; supervising corner workers and start/finish Marshall, rulings on protests, determining penalties for rule violations, restarting from warnings, lap penalties, and disqualification of riders and/or motorcycles who/which fail to meet the safety/class requirements.
- 2. Secondary Race Director:** At each event, because the CIMM Race Director may also be a competitor in said event, a Secondary Race Director will be present at the race ready to take over full responsibility of race direction duties should anything happen that would interfere with the judgment of the declared Race Director. Examples that would result in turning over race direction duties include but are not limited to, crashing in race, affecting another competitor; or assessing penalties of a protest that involve the race director directly.

CHAPTER THREE: GENERAL RULES & PROCEDURES

1. Rule creation and changes to existing rules will take place when there is a need in the organization due to either safety concerns, member/rider feedback, or in effort to build, create, and sustain competition. CIMM asks that requests are submitted in writing for review by CIMM officials. Rider feedback will be the main consideration in creation or modification to a rule.
2. The Race Director may at any time revoke the racing privileges of any rider for acting improperly, being abusive, fighting, disobeying instructions or doing anything else to disrupt orderly procedures or affecting overall race operations or event/race safety.
3. Crew and family members are prohibited from access to the racing course for any purpose; a violation will result in the disqualification of the Rider for that event. Habitual violations will result in a more severe punishment, which will be determined by the Race Director. If available, there will be a designated location for crew and family on the track to operate a pit board and communicate with the rider. There is no radio communication allowed with any rider on track during any race. Communication will be allowed during practice, however, there can be no communication device on the helmet during the races, no exceptions.
4. Riders needing medical attention will be attended to by qualified medical or official race personnel.
5. Disabled motorcycles may be retrieved ONLY with permission of the Starter and/or Race Director.
6. All events will run rain or shine unless the track is impassable or unsafe as determined by race officials. When an event is canceled by CIMM the un-run races, their points and awards may be moved to another event/weekend and/or a credit for unused entries will be issued from CIMM for future events.
7. Tear-offs are allowed in all series but must only be removed on straightaways.
8. Riders must always follow track direction.
9. The track should only be entered at the designated pit exit (track entrance). When entering the racetrack, Riders must observe any blend line procedures as established by each facility. Riders must never use the pit entrance or any other access point to enter the track.
10. Any competitor intending to pull off the track must clearly signal their intentions by raising a hand and safely leaving the race line before changing pace to exit the track at the designated pit entrance (track exit). Riders exiting the track must never cut across the track in front of other riders.

- 11.** Responsible riding in all areas of the facility including the pit, pit area, and track is expected of all riders. If a staff member or CIMM official deems a rider's actions inappropriate (speeding, wheelies, etc), the first offense will result in a warning. Subsequent offences will be addressed on a case-by-case basis.
- 12.** It is the responsibility of each competitor to be aware of all information covered by the CIMM Rulebook, mid-season updates, as well as information covered at any riders meeting.
- 13.** CIMM reserves the right to refuse participation in an event to any person for whatever reason it deems appropriate.
- 14.** By attending CIMM events as a rider, pit crew, or spectator, you understand that you may be filmed and/or photographed at such events, and agree that CIMM may use these images for any purpose.
- 15.** The speed limit off of the racing surface at all facilities (unless posted lower by the track) is 5-miles-per-hour. This pertains to all vehicles! This covers the entire pit, paddock, access roads, etc.
- 16.** Children under the age of 10 must be attended to at all time by a responsible adult. Pets must be on a leash at all times. Children under 14, unless a participant, and pets are prohibited from the hot-pit lane at all times.
- 17.** A kart (yellow) or bike/car (red) AMB or MyLaps transponder is required for all competition with CIMM. Transponders may be available to rent on a first come, first serve basis. If you do not have a transponder on your bike during qualifying/heat/main/endurance race, you will not be eligible to receive points for competition. In the event of a transponder failure, very obvious race results may be used instead of official timing results at the discretion of the Race Director. If it is unclear what position you finished, preference will always go to the competitor with a transponder. In the event of a close race finish, official transponder results will always determine finishing positions.
- 18.** Alcohol consumption is prohibited while participating in a race event, whether you are riding or working, until you are 100% done touching the bike or on track.
- 19.** It is unlawful to physically abuse or threaten any party at any CIMM event. Guilty parties will be prosecuted to the fullest extent of the law. Any Rider or related participant found guilty of abusing another rider/associate will be disqualified from the event, may receive a temporary or permanent suspension from CIMM events, and will be prosecuted to the extent of the law.
- 20.** In the event that a series sponsor requires a decal to be run to qualify for contingency or purse, CIMM reserves the right to apply said decal anywhere on a participant's machine.

- 21.** If running in cooperation with another sanctioning body or event, race procedures may be adapted to fit their format.
- 22.** Riders may not protest other riders for infractions listed in Chapter Three, which are enforceable only at the observation and discretion of CIMM officials.

CHAPTER FOUR: STARTING, RACING AND FLAGGING PROCEDURES

1. Sprint Series events will generally follow a format of one heat race, plus two final races.
2. Grid positions for heats will be determined by random draw at the time of sign up. Any rider that does not sign up by the scheduled time will grid at the rear. During sprint series events, grid positions for Final #1 will be determined by each rider's finishing position in the Heat Race. Grid positions for Final #2 will be determined by each rider's finishing position in Final #1 with the top 6 finishing riders' finishing positions inverted. For example: the rider finishing in 1st place in Final #1 will be gridded in 6th position in Final #2. It is up to each Rider to know their grid position prior to entering the track. Due to time constraints once the race day starts, if you arrive on the grid and don't know your grid position, you will be gridded at the back at the discretion of the Race Director.
3. Any rider who has not previously competed in a CIMM race must start in the back of the grid for the Heat Race. The only exception is if the rider has competed in similar asphalt racing and has a letter of recommendation regarding their skill from a recognized organization. (OMRL, UMRA, SFLGP, NJGP). New riders may start in their earned spot for Final Races.
4. Any rider that cannot maintain a lap time within **10%** of the average lap time of the leading 6 riders may be gridded at the back of the heat race at the discretion of the Race Director. Furthermore, in the case of a grid inversion any rider that cannot maintain a lap time within **10%** of the average lap time of the leading 6 riders may be not be included in such an inversion if their pace is deemed inconsistent or dangerous at the discretion of the Race Director.
5. Riders *may* be given a first, second and third call for each class over the track loudspeaker system. It should be noted that this is a courtesy and all Riders are responsible for knowing the schedule at each event. CIMM is not responsible for Riders missing their race due to no announcement being made. When calls are made, they will most likely be announced using the following timing: The first call will be made at the beginning of the previous race. The second call at the halfway point of the previous race. The third and final call at the checkered flag of the previous race. Calls may be sped up or lengthened as determined necessary by CIMM officials.
6. The starter and/or a CIMM race official will instruct Riders in the assembly area to leave the pit area, and enter the racetrack. Competitors will take one warm-up lap and report directly to their assigned grid position. For track layouts where the start/finish line is less than 75% the total track distance from track entrance, competitors will be required to take an additional lap before lining up for race start. If a Rider is not on the track before the first rider of the group crosses the half-way point during their warm-up lap, he/she forfeits their warm-up lap and must report directly to the grid.

7. The Race Director will determine the method of start used for each race. All Riders will be notified at the Riders Meeting and on the grid sheets which races, if any, will have multi-wave starts.
8. There are two basic procedures used for starting a race:
 - a. A group or groups of machines may be separated on the grid by a multi row break and started simultaneously with one green flag.

OR

 - b. A group or groups of machines may be separated into two or more waves. These waves may or may not also contain multi row breaks. These waves will be started with each wave getting a separate green flag.
9. The use of flags will be discussed at the rider's meeting for each event. The information regarding flags below only serves as a basic guideline, and is superseded by the content of each individual riders meeting. It is the rider's responsibility to know the position of all flagging stations and suggest any changes in position. These suggestions need to be made before racing begins to be considered for that day.
10. The typical meaning and usage of each flag is as follows:

Green Flag: Waived at the start of the race. Any downward movement of the green flag indicates the start of the race. For multi-wave starts the green flag may be raised and lowered multiple times.

White and Green Flags Crossed: May (or may not) be shown at start finish line. Indicates completion of one-half race distance. Improper use or failure to show the white and green crossed flags by race officials is not grounds for a protest of race results.

White Flag: May (or may not) be shown at start finish line. The white flag indicates the final lap has begun. Improper use or failure to show the white flag by race officials is not grounds for a protest of race results.

Checkered Flag: Waved at the start finish line. The race is complete.

Yellow Flag: Standing (held stationary) indicates a hazard on or near the track. When waved, the yellow flag indicates that the hazard is just ahead, between the waving flag station and the next flag station. Passing between the waving yellow flag and the hazard is not allowed and will result in penalties or disqualification.

Red Flag: Always waved. The race is stopped at once due to a serious hazard, incident or emergency situation. All Riders must exit the track at the designated pit-entrance (track exit)

and report to hot-pit as soon as possible. Passing under a red flag is not allowed and will result in penalties or disqualification.

Black Flag: Indicates a mechanical or other problem with your equipment or machine. The black flag will be pointed or waived at one Rider. If you think a black flag might be waived at you, it is. Signal that you are exiting, get off the racing line, then reduce speed and stop OFF THE TRACK at the first safe position, preferably a corner station that can notify you of the nature of the equipment problem.

Black Flag with Orange Disc AKA Meatball Flag: Indicates a rider infraction. The meatball flag will be pointed or waived at one Rider. The Rider must report to the pit on the next lap. Failure to respond will result in penalties.

Yellow with Red Stripes: Debris or fluid on track surface, exercise caution. When pointed at the sky this flag indicates precipitation.

White Flag with Red Cross AKA Ambulance Flag: An emergency vehicle is on the track. Riders should exercise caution and should exit the track at the pit entrance (track exit) as soon as safely possible. Generally accompanied by the red flag.

FLAG NOTE: Passing under a red flag or waving yellow flag will result in penalties or disqualification.

11. If a sprint race is red-flagged after half of the total distance has been completed (half distance being defined as the entire field has received the half way flags), the race will be declared completed. In that case, riders shall be scored according to their position on the last lap that was completed by the entire field preceding the red flag. Any rider(s) not running on course at the time of the red flag, as well as any rider(s) deemed by officials to have caused the red flag will not be scored in the final race results.
12. If a race is red-flagged before the entire field has completed one full lap the race will be restarted. In this case, all riders will assume their original positions on the grid for the restarted race.
13. If a race is red-flagged after the entire field has completed one full lap but before the entire field has completed half race distance the race will be restarted. In this case, all riders will report to the grid and assume a staggered single-file grid position in the same order as their position as of the last lap that was completed by the entire field preceding the red flag.
14. In the event of a restart, any rider(s) deemed by officials to have caused the red flag will not be allowed to enter the restarted race

- 15.** In the event a race has been red flagged and restarted by race officials, the restarted event may be shortened at the discretion of the Race Director
- 16.** In the event of a crash, the rider and machine may re-enter the race if the machine is safe to race. Flaggers or CIMM officials may instruct the rider to exit the track (via a black flag) if the machine is deemed unfit to continue racing.
- 17.** The race is considered complete when the checkered flag is waived, regardless of number of laps completed.

CHAPTER FIVE: PENALTIES, PROTESTS & APPEAL PROCEDURES

1. The purpose of these Rules is to run an orderly, competitive and fair race, emphasizing the safety of all involved. The Rules are not intended to allow a Rider to defeat another with the rulebook, rather than on the track. The rules are not intended to allow one Rider to harass another. Protests deemed capricious may be denied. In the event this rule, which states the overall purpose and principles of the CIMM Rulebook somehow is interpreted to conflict with another rule or statement, this rule shall prevail in its literal sense.
2. Any bike blatantly or visibly not legal for the class will not be awarded points, prizes, or position for the race. The bike and rider may not be allowed to grid or race at Race Director's discretion.
3. All protests must be made directly to the race director as soon as possible, or within 30 minutes of the completion of a race. If a protest cannot be decided at the time of the event, the awards, points and prizes for that class may be held pursuant to the decision of CIMM officials. This includes but is not limited to protests regarding machine class compliance, grid position, scoring discrepancies, etc.
4. When a protest is made, the burden of proof is with the protested rider and/or team. Failure to furnish proof or convincing evidence/witnesses as to the legality of the machine will result in the automatic upholding of the protest.
5. Protests can only be made by a rider in the same class, and of the same status as the protested rider (Novice or Expert). In an endurance race any team may be protested by any other team competing in the same class. Participants in the protest are limited to one designated representative of the protesting rider/team, no more than two representatives of the protested rider/team (i.e. the rider and a mechanic) and CIMM officials. No other rider/team, mechanic, spectator etc. will be allowed input into or viewing of a teardown. When a machine protest is upheld, the protested rider may not lodge a counter-protest, or other protest against any other machine or person at that event.
6. Unsafe and unsportsmanlike riding techniques should be reported to a CIMM official. At the discretion of the Race Director, a rider found guilty of unsafe or unsportsmanlike riding techniques will be punished at the discretion of the Race Director.
7. Riders taking action to impede, harass or distract other riders on the track may, along with their Team, be disqualified, fined or suspended. If a rider's actions as outlined above result in the injury of another rider or riders, the guilty rider may be suspended for any time period up to and including permanent suspension, at the discretion of CIMM.
8. Any competitor intentionally annoying or harassing a CIMM Official, infringing on the rights of other competitors or conducting themselves in any sort of unbecoming or unsportsmanlike manner, as determined by CIMM officials, may be disqualified or

suspended.

9. Penalties are assessed by CIMM Officials for any Rulebook or procedural infractions including but not limited to any of the following:

- a. Jumping the start: Forward movement of a bike or rider that provides an advantage before the official start of the race. If a Rider jumps the start while the green flag is raised, the Rider may be assessed a penalty of five seconds or two positions added to the Rider's final race finishing results at the discretion of the Race Director. If a Rider jumps the start before the green flag is raised, the Rider will be disqualified,
- b. Passing under a waving yellow flag: A CIMM Official or corner worker must report a pass for position under a waving yellow. For the first offense, a one lap penalty will be assessed. The no passing for position zone is defined as: from the location of the waved yellow flag until past the incident or incidents.
- c. Grid Infractions: (including but not limited to: assuming the wrong grid position, etc.) At the discretion of the CIMM Officials the offending rider may be assessed a stop and go, or lap penalty.
- d. Pit Stop Infractions (at Endurance Events): At the discretion of CIMM Officials, a team may be brought into the pits for a stop and go penalty (the length of which will be determined by the severity of the infraction) for any pit stop infractions.
- e. Weaving: Weaving at any time to break the draft or prevent a pass, or reckless weaving for any purpose, will be penalized by a disqualification or suspension.
- f. Unsafe Riding: Unsafe riding in any situation, but especially under red flag conditions, will be assessed a penalty and/or may result in disqualification at the discretion of the Race Director. In an endurance race the offending team will be penalized one lap in the final official result per infraction, and/or disqualified. Unsafe riding may include but is not limited to wheelies, riding too fast, passing other riders under yellow/red flag conditions, and weaving.
- g. Shortcuts: Any rider who runs off the track must re-enter the course safely and without attempting to cut the course unless instructed to do so by an official or corner worker. If an advantage is gained, a rider will be subject to penalties, at the discretion of the Race Director, including a stop and go penalty, loss of laps, loss of finishing positions and/or disqualification. Any shortcut found to be intentional will be subject to more severe penalties.
- h. Behavior infractions: of the rider or his/her crew

- i. Paddock infractions
- j. Use of alcohol or controlled substances during an event: may result in disqualification of the rider and/or their team

10. Additional penalties assessed by CIMM Officials for any Rulebook or procedural infractions may also include but are not limited to any of the following:

- a. Loss of event points & purse (if applicable)
- b. Loss of points for the season up to the time of infraction
- c. Temporary or permanent disqualification or suspension from CIMM competition

CHAPTER SIX: RIDER, PROTECTIVE EQUIPMENT AND CREW REQUIREMENTS

All competing riders must meet the following requirements:

1. All participants and spectators acknowledge that racing is dangerous and accept the inherent risks including but not limited to: damage or loss of property, serious injury or death. All riders must evaluate each facility for conditions and other matters related to their individual safety. All entrants and other race personnel must rely on their own judgment and assume all risks of participation in competition or working in competition in any manner. All riders and other participants are strongly urged to carry comprehensive medical insurance to supplement event coverage (if any).
2. All registration entries must be signed in ink by the rider prior to Technical Inspection. Under no circumstances may a person other than the rider sign the entry form, unless the rider is a minor. Failure to comply with this regulation may result in the rider being disqualified, or suspended. Any rider who enters the track without proper credentials, registering, executing a waiver/release, providing payment and passing technical inspection shall be subject to disqualification and/or suspension. Any non-registered person who rides on the track will be ejected from the premises. Any Rider who permits or allows any person to ride his/her machine in violation of this section shall be subject to disqualification from the event and/or loss of entry fees and any points for the round.
3. Any rider under the age of 18 may not compete without consent of the Rider's parents or court-appointed legal guardian. In addition, each rider under the age of 18 must have a minor release form on file with CIMM. Some facilities may require this form to be signed and presented every weekend. This form can be obtained from CIMM at registration.
4. Attendance at all Riders Meetings is mandatory. Missing a riders meeting may result in disqualification from the event and/or loss of entry fees and any points for the round.
5. Some facilities have rules and regulations in addition to those listed above. In such cases the track rules must be followed at all times.
6. Any rider, spectator, crew or team member, or worker must have a valid insurance wrist band to be on the premises.
7. All riders must comply with the following protective equipment requirements:
 - a. All CIMM riders must wear full-face road-specific helmets which have Snell M2015 (or newer), ECE or FIM approval and must be in good condition, as determined by Tech Inspection. Helmets must not be manufactured more than 5 years prior to the date of the event. Helmets must be taken to Technical Inspection and must display a CIMM Helmet Tech decal prior to being allowed on the track. Modular helmets are not approved for use at CIMM events. Any helmet can be disallowed at Race

Direction's discretion.

- b.** Proper motorcycle-racing-specific boots must be worn at all times. Boots must fully protect the ankle and lower shin area.
 - c.** Gauntlet style motorcycle-specific gloves must be worn, and while leather is preferred, combinations of nylon and leather are acceptable, if leather protects the fingers and palms
 - d.** All gloves and boots must be of a fit so there is no gap between them and the leathers.
 - e.** All riders must wear protective suits made primarily of leather. All suits must be a one-piece garment specifically designed for racing. Separate jackets and trousers may be deemed acceptable only if they zip or snap together to functionally create a one piece of suit, pending approval of the Technical Inspector.
 - f.** It is required that riders wear back protectors under their leather racing gear unless their racing gear is equipped with a built-in back protector.
 - g.** Cameras may not be worn on the rider's helmet or body.
- 8.** All riders must bring the following items for Technical Inspection at the start of each event: his/her machine; his/her helmet; his/her race suit (leathers); his/her boots; and his/her gloves. A Tech sticker must be displayed on the machine and rider's helmet.
- 9.** Any person found consuming or to be under the influence of a substance that could create an abnormal state of mind shall be removed from and refused admittance to all restricted areas of the event premises at the discretion of CIMM officials. Any rider under these conditions will be immediately disqualified from the event in progress and is subject to temporary or permanent suspension from future CIMM events. Each Rider is responsible for their crews' actions and will be penalized for their behavior.
- 10.** It is the responsibility of the competitor to inform CIMM of any medical condition which might be worsened by virtue of participation in a CIMM event. Riders must also inform CIMM of any medical condition that would affect the treatment of them by on site medical personnel (i.e. life-threatening allergies etc). It is recommended, but not required, that all competitors display the following information on his/her helmet: name, blood type, and any allergies to medications. It is also advisable to carry this information on a small card inside the leathers and add any other pertinent information regarding current medications and past or present medical conditions or problems.
- 11.** CIMM may or may not, but HAS NO OBLIGATION TO, provide any insurance coverage for participants at CIMM events. It is the rider's responsibility to supply their own primary

medical insurance coverage.

12. Non-English-speaking riders must provide an interpreter.

CHAPTER SEVEN: TECHNICAL INSPECTION & GENERAL MACHINE REQUIREMENTS

1. By participating in the event, the rider implies complete willingness to conform to CIMM rules, including these technical inspection requirements. Every machine must be ready to race when it is brought to technical inspection. Passing Technical Inspection does not give a machine immunity from protest. If the Technical Inspector does not notice an illegal modification or a failure to conform to CIMM requirements, the rider is still responsible for the machine meeting CIMM requirements; be it their own or borrowed. The Technical Inspector must inspect and pass every machine before it will be allowed on the track. The Technical Inspector will reject any machine that does not meet CIMM bike safety and/or race class requirements. CIMM officials and/or staff may re-inspect any machine, at any time, and revoke approval if the machine no longer meets CIMM requirements. The Technical Inspector may at his discretion allow a “temporary fix” for a particular race event. That temporary fix must be resolved by the next race event. Any rider who knowingly takes his or her machine onto the track when the machine does not meet CIMM requirements will be assessed a penalty for each infraction. The rider or his crew is required to point out any problems or potential problems with their machine. A rider or his crew will be allowed to make a safety-related fix at an event in order to participate at that event, provided the fix is not an illegal performance modification (at the discretion of the Technical Inspector for that event).
2. All rider equipment (helmet, race suit, gloves, boots and back protector) must also be brought to tech inspection when you bring your machine, and must meet the requirement of Chapter 6 of these rules.
3. All machines must meet the following CIMM requirements. A machine will not pass Technical Inspection and will not be marked with a Tech Sticker until the machine is in complete compliance and seemingly legal for its class.
 - a. The machine must be clean and in generally good operational condition.
 - b. The following items must be safety wired, or secured in a manner approved by the Technical Inspector (RTV silicone may be acceptable, ask the Technical Inspector if you are not sure):
 - i. Oil Drain Plug
 - ii. Oil Fill Cap
 - iii. Radiator Caps
 - iv. Axle Nut(s)
 - v. **Front Brake Caliper**
 - vi. Chain master clip link
 - vii. Any bolt/plug that retains any fluid

- c. SAFETY WIRING TIPS: You should always use stainless steel aircraft type safety wire and proper safety wire pliers. Both of these items can be found through many motorcycle part suppliers. Make sure the wire is tight and pulls the bolt/nut in a clockwise (or tightening) direction.
- d. A working fuel catch can or overflow reservoir is required to be securely fastened on all carbureted bikes.
- e. A coolant catch can on the radiator overflow is required on all watercooled machines without an OEM overflow reservoir.
- f. Water cooled engines may use plain water, or water with Water Wetter cooling system rust and corrosion inhibitor at 0.5 ounces per quart of plain water concentration (or similar product, contact CIMM for verification). All antifreezes are strictly prohibited.
- g. Only standard octane pump fuels are allowed. Oxygenated race fuels or additives bearing oxygen or nitrogen are not allowed. Nothing may be added to the gasoline except commercially available, approved octane boosters and lubricating oils.
- h. All machines must have an operating and marked engine kill switch on the handlebars. Dead man tethers are allowed.
- i. All machines must have a self-closing throttle
- j. All machines must have fully operational front and rear brakes.
- k. Kick-start levers (if originally fitted) are allowed to remain on the machine however they must be secure to keep them from swinging out.
- l. Glass and plastic lenses must be removed or taped over (headlights, tail lights, turn signals, mirrors, etc).
- m. License plates and license plate bracket(s) must be removed.
- n. Accessory type items (cameras, etc) are deemed safe only if secured in a visible, approved manner (safety wire). Using only aircraft nuts, locknuts, Loctite or similar compound is not acceptable. Cameras must be mounted on the bike prior to tech inspection to be approved for use.
- o. Tires must be in good condition as determined by the technical Inspector. All tires must be of street/race style as dictated by individual class rules. Knobby tires are not permitted in any class.

- p. Clutch and Brake levers must have either at least a 1/2" ball on the end, or a rounded point deemed safe by The Technical Inspector.
- q. Handlebar ends must have either: Plastic covered bark busters, or large plastic bar end sliders, and must be installed in such a manner to help avoid damage to the track surface and/or other riders in the event of a crash.
- r. All bikes must have foot peg sliders that provide protection against gouging the track surface. The slider and foot peg must be durable enough to withstand a typical lowside crash. If folding foot pegs are used the slider must protect the track in both the "folded position" and "unfolded position". Suggested protections methods are: plastic sliders, radiator tube, plastic pipe, etc
- s. Axles or any other item that protrudes far enough to gouge the track surface must have a slider. This will be addressed on a case-by-case basis dependent on the machine and its design.
- t. Each rider must display a number of his/her choosing on the front and both sides of his/her machine. The number can be chosen by each rider but if a conflict occurs the later rider to register for the event must change his/her number prior to the machine entering the track. In this case, adding an "X" to the end of the number will generally be considered sufficient. Number plates, or number display areas, must be of adequate size and proportion so that the number is easily distinguishable at speed by officials and other riders. NOTE: CIMM Members may reserve a number for the season. Any member-reserved number takes precedent in the event of a machine-number conflict.

CHAPTER EIGHT: COMPETITION CLASSES

The following are the CIMM Competition Classes for the 2022 season. **Machines in classes are required to comply with Rule #1: If class rules do not say you CAN make a particular modification, then you CAN NOT make that modification!** The term “OEM” or “Stock”, as used in all CIMM competition classes, means unmodified parts specific to the make, model and year of the machine as delivered by the manufacturer, unless otherwise specified. Superseded parts may be used only if the manufacturer no longer produces the original part. Proof of compliance rests with the competitor entering the machine.

CIMM reserves the right to tear down any machine to check for class compliance. If the machine is found to be in compliance with the class, CIMM will be responsible for any costs incurred. If the machine is found to be non-compliant, the Rider will be disqualified for the round and any cost incurred will be the responsibility of the Rider

STOCK MOTO:

The Stock Moto class is designed to provide an easy, low cost way to participate in Mini Moto Roadracing. Minimal modifications to readily available small displacement dirt bikes ensure close racing and showcase rider talent, not mechanical skills or machinery. The following motorcycles, specifications and modifications are allowed in the Stock Moto class:

Honda XR100/CRF100F

1. Stock exhaust must be used. Baffle may be removed on 2001 and newer model years.
2. Stock unmodified airbox and air filter holder, complete and intact, must be used.
3. OEM air filter or any aftermarket direct replacement part may be used.
Aftermarket air filters must fit in the stock location on the stock air filter holder with no modification.
4. Air box lids may be removed or vented.
5. Stock carburetor must be used. Carburetor Jets and needle may be changed
6. Stock piston must be used in standard, .25 over, or .50 over sizes. The cylinder bore may not exceed .50 over
7. Clutch plates and springs may be changed
8. Shift lever may be changed
9. Clutch lever and front brake lever may be changed
10. Handlebars may be changed. Drop/clubman-style bars may not be used. Clip-ons may not be used
11. Aftermarket barkbusters or handguards may be added.
12. Footpegs may be replaced with similar size and factory location pegs.
13. Spark plug may be changed
14. Front wheel may be changed to 16” OEM XR/CRF80 front wheel or OEM 16” XR/CRF100 rear rim laced to an OEM XR/CRF100 front hub
15. OEM rear XR/CRF100 wheel must be used.
16. Any tires, except knobby tires, may be used.

17. Stock front forks must be used but fork internals may be changed.
18. The following rear shocks may be used:
 - a. Stock OEM shock
 - b. Kitaco Shock Absorber (Part Number 520-1122220)
 - c. Shift Up Reinforced Rear Shock (Part Number 201588 or 201588-10)
19. Rear shock spring may be changed.
20. Front and rear sprockets may be changed (OEM sized chain must be used)
21. Aftermarket / custom trimmed plastics may be used.
22. Aftermarket tapered steering stem bearings may be used

DRZ125, TTR125, KLX125, CRF125

1. Stock un-modified engine, exhaust, carburetor, electronics, brakes must be used.
2. 16" front and rear wheels may be used provided that the rim material must be the same as the OEM rims (if OEM steel rims were fitted replacement rims must also be steel).
3. Fluids, controls (which remain in factory position), carburetor jets/needle, suspension springs may be changed.
4. Footpegs may be replaced with similar size and factory location pegs.
5. Front and rear sprockets may be changed (OEM sized chain must be used)

Stock KLX110 CRF110

These bikes will be allowed to run in bone stock OEM factory form in the Stock Moto Class, with the following additional requirements and allowed modifications:

1. DOT Tires must be used. Slicks and knobby tires are not allowed.
2. 12" front and rear wheels may be used.
3. Front wheel rim may be changed to match the size of the OEM rear wheel rim.
4. Aftermarket handlebars and levers may be used.
5. Front fork and rear shock springs may be changed
6. Front and rear sprockets may be changed (OEM sized chain must be used)
7. Fluids, controls (which remain in factory position), carburetor jets/needle, suspension springs may be changed.
8. Front and rear sprockets may be changed (OEM sized chain must be used)

BONE Stock Honda Grom and Kawasaki Z125

These bikes will be allowed to run in bone stock OEM factory form in the Stock Moto Class, with the following requirement and modifications:

1. DOT Tires must be used. Slicks and knobby tires are not allowed.
2. Lights must be removed or taped over
3. Aftermarket handlebars and levers may be used.

4. Front fork and rear shock springs may be changed but other suspension internals may not be modified.
5. Front and rear sprockets may be changed (OEM sized chain must be used).
6. OEM low mount exhausts may be swapped for an OEM high mount exhaust, provided that the full OEM system including OEM catalytic converter is used.

SUPER STREET 125 (SS125)

The SS125 class is designed to provide an easy, low cost way to participate in Mini Moto Roadracing on the Honda Grom and Kawasaki Z125 platforms. Many readily available bolt-on modifications are allowed to provide an opportunity for each rider to build a capable, durable, customized race machine while still remaining affordable, accessible and widely competitive. The following motorcycles, specifications and modifications are allowed in the Super Street 125 class:

SS125 MACHINES ALLOWED:

1. Honda: Grom (MSX125) and Monkey 125 (Z125)
2. Kawasaki: Z125 Pro
3. SSR: Razkull 125
4. Motrac: 125 EFI models
5. Benelli: TNT135
6. Other motorcycles which came street legal from the manufacturer are eligible, provided the following basic requirements are met: 4-stroke, air-cooled, 2-valve naturally aspirated, 128cc maximum engine displacement (with the exception of the Benelli TNT135), 12" maximum wheel size.
7. Motorcycles not sold by manufacturers via normal commercial channels or which do not meet the above requirements may be approved on an individual basis

SS125 BASIC MACHINE REQUIREMENTS

1. OEM frame must be used
2. OEM wheels, from any model year of the relevant motorcycle, model must be used
3. Any DOT tire may be used. Knobby or full slick tires are prohibited.
4. Non-OEM rearsets or footpegs may be used.
5. Chain and sprockets (gearing) may be changed but OEM chain size and pitch must be maintained.
6. Handlebars and controls may be changed provided the basic mounting style is not modified. Clip-on bars are not allowed.

SS125 ENGINE REQUIREMENTS

1. OEM cylinder, piston, cylinder head, valves, gaskets, engine cases, crankshaft and connecting rod must be used.
2. Internal engine modifications (including porting or changes to the transmission) other than those listed below, are not allowed.
3. Aftermarket camshaft, valve springs and/or valve retainers may be used
4. Aftermarket oil pumps may be used
5. Aftermarket timing chain tensioner components may be used
6. Aftermarket clutch lifter plate, springs and/or clutch disks may be used, provided that the OEM clutch design is not modified (example: no slipper clutches, etc, unless originally fitted)
7. Aftermarket engine covers may be used, provided the OEM engine case is not modified (example: Kitaco clutch cover)
8. NOTE: Benelli TNT135 must use OEM camshaft

SS125 AIR & FUEL SYSTEM REQUIREMENTS

1. OEM throttle body and intake manifold or OEM carburetor must be used and may not be ported, polished or otherwise modified
2. OEM ECU may be "flash tuned", ECU piggyback devices (example: power commander, etc) and/or non-OEM ECU may be used (example: aRacer, etc) may be used
3. Carbureted motorcycles may have unlimited jet changes, provided the OEM carburetor body is not modified
4. Aftermarket air filters, bolt-on air intake systems and/or exhaust systems may be used

SS125 SUSPENSION REQUIREMENTS

1. OEM forks, upper and lower fork clamps, stem (ie: triple tree) and swingarm from any model year of the relevant motorcycle model, must be used
2. Aftermarket swingarm bushings may be used
3. Fork internal components may be changed or modified with non-OEM parts and/or aftermarket damper kits may be installed, provided that the OEM inner and outer fork tubes are not modified
4. Rear shock and spring may be shimmed, modified or replaced with aftermarket, provided the OEM shock mounting points and/or linkage are not modified

SS125 BRAKES REQUIREMENTS

1. OEM front and rear brake master cylinders and calipers must be used
2. Aftermarket brake rotors may be used but must be the same dimensions as the OEM rotors and must be made of a ferrous material. Non-current model year motorcycles may use brake rotors up to the same physical size as OEM rotors that come on the current model year machine.
3. Aftermarket brake pads and brake hoses of any material may be used.

FORMULA 3

Formula 3 is a builder's class limited by engine displacement. Any mid-sized or MiniGP chassis and engine may be combined, subject to the requirements below.

1. Air Cooled 4-Stroke, 2-valve, Max 125cc
2. Liquid Cooled 2 Stroke max 63cc
3. Air Cooled 2 Stroke max 75cc
4. Unlimited modifications on all bikes fitting the displacement restrictions above.
5. FORMULA 3 CLASS RULE EXCEPTIONS
 - a. Binelli TNT135 may compete in the Formula 3 class provided that the machine meets all SS125 class requirements
 - b. The following machines are permitted to compete in the Formula 3 class in 2025 on a ONE YEAR PROVISIONAL BASIS, in bone stock form, other than the modifications listed in Subsection C below.
 - i. Kayo MR150R
 - ii. YCF SM F150
 - iii. YCF SM F155
 - c. Machines listed in Section 5b may be modified only in the following manner
 - i. Aftermarket handlebars and levers may be used
 - ii. Front fork and rear shock springs may be changed.
 - iii. All fluids may be changed
 - iv. Front and rear sprockets may be changed (OEM sized chain must be used)

FORMULA 2

Formula 2 is a builder's class limited by engine displacement. Any mid-sized or MiniGP chassis and engine may be combined, subject to the requirements below.

1. Air Cooled 4-Stroke, 2-valve, Max 160cc
2. Air Cooled 4-Stroke, 4-valve, Max 125cc
3. No liquid cooled 4-stroke
4. Air Cooled 2-Stroke max 80cc
5. Liquid Cooled 2-Stroke max 72cc
6. Unlimited modifications on all bikes fitting the displacement restrictions above

FORMULA 1

Formula 1 is a builder's class limited by engine displacement. Any mid-sized or MiniGP chassis and engine may be combined, subject to the requirements below. For safety reasons, only expert level racers will be allowed to compete in the Formula 1 class.

1. Air Cooled 4-Stroke, Max 190cc
2. Liquid Cooled 4-Stroke max 150cc
3. Vintage Air Cooled 2-Stroke max 125cc
4. Liquid Cooled 2-Stroke max 105cc
5. Unlimited modifications on all bikes fitting the displacement restrictions above

50 CUP

ONLY CRF/XR50, TTR50, DRZ50

1. Must use stock engine, complete airbox, air filter, carburetor, exhaust, frame, swingarm, brakes, wheels, etc.
2. Only fluids, gearing, controls, carburetor jets, and suspension springs may be changed
3. Any tires, except knobby tires, may be used