

Approved changes for 2015 CRA Rulebook

<p>1.</p>	<p>Current Rule: Section 8, Item 5 “Displacement limits are absolute. There is no permissible overbore.”</p> <hr/> <p>Approved revision for 2015 Rulebook: Page 6, Terminology: ENGINES</p> <ul style="list-style-type: none"> a) Single: one powered cylinder b) Twins: two powered cylinders c) Triples: three powered cylinders d) Multis: four or more powered cylinders <p>Revise <i>Section 8, (5)</i>: Displacement limits are absolute. There is no permissible overbore.</p> <p>Section 8, insert new item between item (4) and (5): “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.)”</p> <p>Insert <i>Section 10, (4)(b)(v)</i>: Up to 465cc four (4) stroke four (4) valve triples.</p>
<p>2.</p>	<p>Current Rule: Section 7, Item 9. “...In all cases, compression ratios must remain stock.”</p> <hr/> <p>Approved revision for 2015 Rulebook: <i>Section 7, (9)</i>: No overbores allowed on any machine for production year 1997 and newer unless currently available as a maintenance item from the manufacturer. Models that have been in production and unchanged for a 5 year period crossing over the 1997 year cut off are allowed up to 1mm overbore. Cosmetics and bodywork will not be considered “model changes”, so long as the drive train and chassis are of the same spec. In all cases, compression ratios must remain stock. In all cases, pistons must be the same compression ratio as the OEM piston.</p> <p><i>Section 7, (10) (b)</i>: Machining of gasket surfaces on cylinder heads, cylinders and engine cases is allowed for adjusting compression. Base and head gaskets may be modified or replaced with aftermarket parts of non stock spec.</p>
<p>3.</p>	<p>Current Rule: <i>Section 1, (6) (e)</i>: Novices may not compete on unlimited division motorcycles, nor compete in unlimited classes.-Refer to sections 7, 8, and 9 for class legality and weight division structure.</p> <hr/> <p>Approved revision for 2015 Rulebook: <i>Section 1, (6) (e)</i>: Novices may not compete on unlimited division motorcycles, nor compete in unlimited classes.-Refer to sections 7, 8, and 9 for class legality and weight division structure.</p> <p><i>Section 1, (6)(f)</i>: Novice racers may only bump up one class when entering races, based on the bike’s minimum class. If a bumped racer is significantly slower than the leader’s pace or their pace poses a safety hazard they may be black flagged and barred from future races of that class and any higher class at the race steward’s discretion.</p> <p><i>Section 1, (8)(f)</i>: Expert racers may bump up two classes when entering races, based on the bike’s minimum class. If a bumped racer is significantly slower than the leader’s pace or their pace poses a safety hazard they may be black flagged and barred from future races of that class and any higher class at the race steward’s discretion.</p>

	<p>Section 1, (9): A racer may only bump up two classes when entering races, based on the bike's minimum class. If a bumped racer is significantly slower than the leader's pace or their pace poses a safety hazard they may be black flagged and barred from future races of that class and any higher class at the race steward's discretion.</p> <p>Section 7, (27)(e): UNLIMITED SUPERSPORT (Expert only) (Novice and Expert).</p> <p>Section 8, (6)(j):UNLIMITED SUPERBIKE (Expert Only) (Novice and Expert).</p>
4.	<p>Current Rule: Section 7, Item 27, Subitem (d)ii "Unlimited four (4) stroke twins"</p> <p>Approved revision for 2015 Rulebook: Revise wording as follows; "Up to 1000cc four (4) stroke twins"</p>
5.	<p>Current Rule: Section 8, Item 6, Subitem (l)iv "485cc to unlimited four (4) stroke twins and triples"</p> <p>Approved revision for 2015 Rulebook: Revise wording as follows; "485cc to unlimited four (4) stroke triples" and add subitem v "485cc to 1000cc four (4) stroke twins"</p>
6.	<p>Current Rule: Section 10, Item 4, Subitem (d)iii "Unlimited twins two (2) stroke or four stroke"</p> <p>Approved revision for 2015 Rulebook: Revise wording of (iii) as follows; "Up to 1000cc four (4) stroke twins" and add subitem iv; "Unlimited two (2) stroke twins"</p>
7.	<p>Current Rule: Not clearly defined w/r to quick change hardware for wheel changes.</p> <p>Approved revision for 2015 Rulebook: Section 6(8): Axle nuts must be secured with safety wire or cotter pins. Axle pinch bolts and/or nuts must be safety wired. (Above text with strikethrough will be included in the 2015 yearbook)</p> <p>Section 7, (17): Brake rotors must remain OEM, except for motorcycles originally equipped with a single front rotor, which may use an aftermarket replacement rotor of the same size, excluding carbon fiber. Requires use of the stock caliper, stock master cylinder, and stock caliper carrier if so equipped.</p> <p>Section 7, Add item between (17) & (18): Modifications to axles, axle nuts, and wheel spacers to make wheel changes faster, are allowed.</p>
8.	<p>Current Rule: Section 4; Item 9 F Red Flag procedures "... If less than half the race... proceeding the red flag."</p> <p>Approved revision for 2015 Rulebook: Section 4, (9)(f): "If 2 or less laps are completed, the race will be a complete restart from original grid positions. If more than 2 but less than half the laps are complete, the race will be reduced to the remaining laps, with bikes gridded in the order of the last completed lap."</p>
9.	<p>Current Rule: Section 7, Item 24,</p>

	<p>"Aftermarket, screw on gas caps may be replaced may be used, so long as the gas opening is not larger than the stock opening."</p>
	<p>Approved revision for 2015 Rulebook: Section 7, (24): "Aftermarket, screw on gas caps may be replaced may be used, so long as the gas opening is not larger than the stock opening."</p>
10.	<p>Current Rule: Section 5, Item 1A, "A full-face helmet with no damage to shell or liner."</p>
	<p>Approved revision for 2015 Rulebook: Replace <i>Section 5, (1)(a)</i>: Adopt complete CCS wording regarding helmets and eye protection: a) A full-face helmet with no damage to either the shell or the inner. No aftermarket quick releases will be allowed. The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval:</p> <ul style="list-style-type: none"> • Snell M2005 or Snell M2010 • United Nations: Regulation ECE 22.05 P' • Japan: JIS T 8133:2 • BS 6658 TYPE A • DOT FMVSS 218 <p>Undamaged full-face helmet with face shield and bearing a stamp of approval from one of the following international standards:</p> <p style="text-align: center;">Snell M2005, M2010 or M2015(USA) BS. 6658 TYPE. A (GREAT – BRITAIN) ECE 22 - 04 & ECE 22 - 05 "P" (EUROPE) JIS 8133:2000 / JIS 8133:2007 (JAPAN)</p> <p>All these listed standards will remain valid as long as the rider can prove a date of manufacturer within the last 5 years.</p>
11.	<p>Current Rule: Section 7, Item 27 B, Subitem iv; "up to 650cc four stroke twins"</p>
	<p>Approved revision for 2015 Rulebook: Section 7, (27)(ii): (i) Up to 650700cc four (4) stroke twins</p>
12.	<p>Current Rule: Terminology, JUMPING THE START</p>
	<p>Approved revision for 2015 Rulebook: JUMPING THE START: When a motorcycle's rear tire crosses the row marker of the position occupied at the time of the horizontal minute sign and before the green flag for that wave. All machines must be stationary from when the 1 minute board is turned sideways until the green flag waves. Any forward movement prior to the green flag waving will be considered jumping the start.</p>