



CSRA RULEBOOK



Section 1 MECHANICAL REQUIREMENTS OF ALL MOTORCYCLES

1.1.1 Engines

- a) Engines of any type falling into a class listed in Section 6.1 may be used.
- b) Engines must be naturally aspirated
- c) Cylinders may be bored and or stroked to a maximum of 1025cc
- d) The rearward end of the pipe(s) may not be directed in such a way to create dust or interfere with other riders.
- e) A six (6) ounce clear or translucent, gas-resistant, catch tank or reservoir must be provided for any and all breather hoses venting the following areas: cambox and/or top end, crank case, primary drive case, transmission, oil tank(s), radiator and/or coolant tank(s). Such catch tank(s) must be situated in such a way that they will not normally overflow unless more than 2/3 full and the overflow tube must be routed to the belly pan for bikes equipped with a belly pan. All drains must be properly sealed.
- f) All plugs and fittings with oil or coolant behind them must be securely fastened and safety wired. Banjo bolts with oil or coolant behind them must be secured with safety wire and/or RTV Safety-pin style clips are only allowed for oil filler or radiator caps or oil dipstick(s) and must be wired properly.
- g) Oil coolers must be mounted in front of the rider.
- i) After-market or CSRA approved cases are required
- j) Oil filters must be secured with a metal hose clamp around the diameter of the oil filter. The metal hose clamp must be held under tension in the direction of not allowing the oil filter to spin loose. This can be done with safety wire or by the hose clamp gear mechanism being wedged up against a non-moveable part of the engine. Oil filters with factory drilled hex head attachments may also be used. Quick release pins or clips are NOT allowed.

1.1.2 Belly Pans

- a) Belly pans are required on all motorcycles.
- b) Belly pans will be constructed of fiberglass, sheet metal, carbon fiber, plastic, or structural composite material. Flexible materials (cloth, nylon, etc.) are not allowed.
- c) Belly pans require a minimum of three solid mounting points. Zip ties, safety wire, plumbers tape, etc., are not allowed.
- d) Belly pans must have a three-quart capacity or engine oil capacity (whichever is less), and must have a dam in the rear of the pan.
- e) Belly pans should cover the bottom on the engine and transmission.

- f) If the belly pan has damage beyond what can be repaired on a race day (due to a crash), and the motorcycle can otherwise enter other events of the day, it will be allowed to do so after approval from a designated CSRA official (Tech Inspector or Race Director).

1.1.3 Frames

- a) Frames shall be free of cracks and kinks.
- b) All welds shall be structurally sound.
- c) Motorcycles must have both front and rear suspension.

1.1.4 Tanks

- a) All tanks, whether for fuel, oil or coolant, must be leak-free and securely mounted.
- b) Fuel tanks must be fitted with readily accessible shut-off valves in working order.
- c) Positive clamping is mandatory on all oil, fuel and coolant line connections. Slip fits are not permitted. Stock wire-type clamps are acceptable.

1.1.5 Tires and Rims

- a) Wheels must be true, round, in alignment, and be free of any cracks or other defects.
- b) Wheel weights must be taped.
- c) All wheels must have metal valve stem caps with O-ring. Rubber valve stems with an exposed length of more than 1" are prohibited; metal valve stems are recommended.

1.1.6 Brakes

- a) Efficient front and rear wheel brakes are required.
- b) Brake anchor-arm fasteners must be safety wired or secured with lock nut.
- c) Disc brake caliper-mounting fasteners must be secured by safety wire or by clips on each fastener that are safety wired together to prevent the fasteners from coming loose from each other.
- d) Air scoops, if fitted, must have screens and be clear of all working parts.
- e) All brake system banjo bolts are recommended to be secured by RTV.

1.1.7 Handlebars and Controls

- a) Handlebars shall permit the front wheel to be turned at least 20 degrees to each side from the straight ahead position.
- b) Hand controls must have ball ends at least 1/2 inch in diameter.
- c) The minimum clearance between handlebar and gas tank is one (1) inch, measured at the grips at full lock as determined by the fork stops. Handlebars must not contact the gas tank.
- d) All controls must operate effectively and reliably.
- e) All foot controls must be free from sharp or ragged edges.
- f) Throttles must be self-closing.
- g) All motorcycles must have an operating kill switch or button accessible to the rider with hands on the hand-grips.
- h) Electric fuel pumps must shut off automatically when the engine dies or be shut off by an easily identified electrical master switch at the instrument pod or top fork clamp.

1.1.8 Footrests

- a) Footrests must be positioned for ready access to applicable controls.
- b) The minimum diameter for all footrests is 3/4 inch.
- c) Footrests may fold up and rearwards at a 45 degree angle, but must be prevented from folding accidentally.
- d) Only one set of footrests may be fitted. Passenger footrests must be removed.
- e) Footpegs may not have sharp edges.

1.1.9 Superchargers/Turbochargers are not allowed

1.1.10 The following equipment must be removed:

- a) License plate and mounting bracket, if not an integral part of the tail brake light assembly.
- b) Center and side stands.
- c) Mirrors.
- d) Turn signals.
- e) Luggage racks, saddlebags, crash bars (case protectors may be accepted by Tech), etc.
- f) Exhaust pipe heat shields, high pipes excepted.

1.1.11 All glass and plastic parts which may break or shatter must be securely taped (fairing bubbles excepted).

1.1.12 Snap-on type side covers must be secured to prevent them from falling off.

1.1.13 Chains and Sprockets

- a) Drive chains must be in good condition with no rollers missing, and must be either continuous, having a peened, screwed or clip type masterlink.
- b) Master link clips must not be safety wired.
- c) Sprockets must be in good condition.

1.1.14 Suspension and Chassis

- a) The rear axle nut must be safety wired or secured with a clip, cotter pin or lock-nut. Axles or axle pinch bolts must be secured by safety wire.
- b) At least one front axle pinch bolt on each fork leg must be safety wired. If the front axle threads into a fork leg then the opposite end of the axle must be safety wired. If the front axle threads into a collar, nut, or bolt then it must be safety wired.

1.1.15 Camcorders and Data Recording Devices

All camera systems and data recording devices must be inspected and approved for use by Tech before the motorcycle is allowed on the track. Cameras and devices may NOT be mounted on the helmet. Any rider found to be using a camera or device on the track that has not been inspected will be subject to a fine. All cameras and recording devices must be marked with the riders' race number, and must be tethered to a solid mount point on the motorcycle.

- a) CSRA reserves the right to inspect and download footage from onboard cameras. All equipment and data will be returned to the rider. All footage created at CSRA events is considered the property of CSRA, Inc. and for use by members unless otherwise specifically notified to the contrary by CSRA, Inc. in writing.

1.2 NUMBERS AND NUMBER PLATES

1.2.1 Number Plates

- a) A front number surface must be centered on the front of the bike; on each side of the tail section, Numbers must be clearly visible from the side.
- b) Number surfaces on faired machines can be either rectangular or oval in shape. Number plates or surfaces must be approximately 8 inches high and 10 inches wide, and must be on a flat or slightly radiused surface. Numbers on complex curves are unacceptable.
- c) Motorcycle must bear the rider's official, assigned CSRA number only. Exceptions must be approved by Race Director AND Chief Scorer.
- d) Number surfaces shall be white with black numbers.

CSRA VINTAGE SUPERBIKE MISSION STATEMENT:

CSRA is dedicated to the preservation and racing of pre-1982 AMA Superbike by respecting the spirit of the past.

Our commitment is to accurately represent and race these historic motorcycles in the present and build awareness of the golden age of American Superbike racing for the future.

2.0 These rules have been designed with the following intent:

- a) All motorcycles competing with CSRA shall be as visibly close to “production” motorcycles as possible. All eligible motorcycles shall be based on street-legal models which were available for sale in the United States and/or Canada.
- b) To provide racing equipment available through normal commercial channels, and in adequate quantities.
- c) Provide interest to aftermarket suppliers and sponsors.
- d) Provide a very distinct look and appearance from the other motorcycles competing in CSRA events with strict bodywork requirements.

2.1 Bike Requirements:

- a) Bikes must be prepared to AHRMA Vintage Superbike heavy weight rules with the following exceptions and modifications.
- b) Bikes must be presented in period style livery, no modern paint or advertising allowed.
- c) Number plates, white back ground with black numbers. Numbers to be submitted for review by CSRA.
- d) Must have all stock appearing bodywork, tank must be metal OEM (no plastic gas tanks), OEM seat pan must be used.
- e) Exhaust systems must be period in style, no modern style exhaust systems including Ti systems.
- f) Bike must meet a minimum weight of 418lbs after the race without rider.
- g) 41mm max. forks, conventional style (no USD), no modern or nitrated finishes.
- h) Maximum carburetor size 33mm must be round slides, no restrictions, no flat slides or modern carburetors of any type.
- i) If engine is over 1025cc* or a competitor’s qualifying time is significantly quicker than the field, CSRA reserves the right to place that competitor at the back of the race grid solely at CSRA’s discretion.
- j) All bikes must meet Moto Americas safety requirements & pass a technical inspection to be allowed on the race track without exception.

2.2 International Competitors Addendum:

International competitors are welcome to participate with CSRA. Their machines should be legal and in accordance with the regulations of the Ruling Bodies for which they compete in their own country.

SECTION 3 - OFFENSES, PENALTIES, PROTESTS & APPEALS

3.1 OFFENSES

In order to provide for fair competition and control, penalties may be assessed against any entrant deemed to be in breach of the CSRA competition rules. Such breaches may include, but are not limited to, the following offenses:

3.1.1 Failure to obey the instruction of a recognizable race official.

3.1.2 Any action with the goal or effect to deprive or defraud the organization, promoter, race track or sponsor of their proper and just financial considerations.

3.1.3 Attempted bribery, bribery, or acceptance of a bribe by anyone connected to the operation or participation in a race event. An entrant shall be responsible for all acts of his or her crew.

3.1.4 Reckless or dangerous riding, or an act exhibiting a disregard for the safety of any participant or any other person, including the offender. An entrant shall be responsible for all acts of his or her crew.

3.1.5 Any action with the goal or effect of participation of an ineligible rider or motorcycle in competition.

3.1.6 Failure to follow any announced or posted rules specific to a certain racetrack or facility.

3.1.7 Any action that causes upset or disturbance within the area where the event is being held, including behavior problems in local businesses as well as private property.

3.1.8 Any action with the goal or effect to deceive, defraud or cheat competitors, CSRA, including but not limited to an engine displacement too large for the class, etc.

3.1.9 No rider shall knowingly operate a motorcycle on any paved surface while it is leaking oil. Once a rider becomes aware the motorcycle is leaking oil on a paved surface, he must promptly pull off, shut down and either push back to the paddock or wait to be picked up by the track crew. Under no circumstances shall the rider attempt to ride the motorcycle to the paddock under power. Any motorcycle which leaks oil on the track surface (including entrance, exit or staging areas) is deemed to have been immediately impounded by the Race Director. The motorcycle must be brought immediately and without detours to tech inspection for evaluation by the Chief Technical Inspector, who will determine the cause of the leak and instruct the rider/owner on the corrective action to be taken. The bike remains in impound status until released by the Race Director. Once repairs have been made, the motorcycle must be re-teched before it may be operated. The Race Director, with the assistance of the Executive Director, will issue a written report of each such incident. This report will be distributed to the rider, to all CSRA officials, and will be published in Vintage Views. Any rider who fails to comply will be subject to severe sanction.

3.1.10 Loan of a license to any other competitor will result in a one-year suspension and \$500 fine. Participation of any in the act of allowing an unlicensed or unregistered party to ride on the track will result in the same penalty. This includes loan of equipment or other forms of deception.

3.1.11 Physical violence, acts of hate or discrimination, sexual harassment, or any unlawful abuse of any other participant or official will result in suspension that will continue for a term deemed appropriate by the Executive Director and Executive Committee and payment of a \$500 minimum fine. Additionally, illegal acts may result in prosecution by local authorities.

3.1.12 "Burnouts" are not allowed anywhere on the track premises at any event.

3.1.13 Wheelies are not permitted in the pit or paddock area of any event.

3.1.14 Failure or refusal to tear down an engine for examination or measurement at the request of a race official will be penalized with loss of racing privileges for up to 13 months by the rider and/or machine owner.

3.1.15 The use of alcohol or other intoxicating/debilitating substances by a competitor, participant, crew or official is forbidden, until competition is complete.

3.2 PENALTIES

3.2.1 Specific penalties range from reprimand to banishment. The hierarchy of penalties follows:

a) Reprimands: Entrants will be given written reprimands for minor infractions committed by themselves or crew where a written record of the situation seems desirable. Such reprimands must be recommended by race officials. All written reprimands will be sent from CSRA.

b) Removal from Events: Entrants may be removed from an individual meet for breach of rules or conduct. Individual promoters shall not be authorized to issue continuing suspension of CSRA riders; this authority is retained solely by CSRA.

c) Probation: In cases of offenses that are repeats of previous reprimands, or of a significantly more blatant nature, an entrant may be placed on probation for a fixed period. Additional offenses may result in suspension. Probation may only be levied after review of the case by the CSRA board
e) Suspension: Competition licenses may be suspended for violation of probation, as well as flagrant breach of these rules. Suspension shall begin with notification
Suspension may be imposed only by the CSRA board

f) Fines: Fines from \$25 to \$150 may be levied by race officials. Fines from \$25 to \$500 may be levied in lieu of or in addition to other penalties, based upon the severity of the infraction and the recommendations of the race officials.

g) Banishment: In cases of the most flagrant breaches, or with entrants who are habitual and deemed incorrigible, banishment will be applied. This punishment will include lifetime loss of CSRA privileges and membership rights, as well as notification to the rest of the motorsports industry of the action taken, and the particulars of the case. Banishment will be levied upon a majority vote of the CSRA Board.

h) Assessments: The Executive Director or the Board may assess an CSRA member costs incurred by the association, including, but not limited to, phone, travel, CSRA staff time and Board members' time (at a rate of \$25 per hour), incurred as a result of actions of a member that are not in the normal and usual course of the association's business. Such assessment shall be due and payable within 10 days of mailing to the member's last known address. Failure to pay such assessment shall subject the member to the penalties set forth in the bylaws and handbook, including suspension or revocation of the member's racing license or CSRA membership. A team owner may be jointly and severally liable for assessments levied against a rider or member of such team.

3.2.3 Any rider refusing to allow an inspection of his machine by race officials will be disqualified from that event. In addition, that rider will be suspended for up to 13 months at the discretion of the CSRA board

3.2.4 When a competitor is found to be out of compliance with a rule that does not affect performance (a non-performance rule), the competitor shall be warned by the Race Director or Referee, without loss

of race standing. A second failure to comply with a non-performance rule can result in ability to race at that event.

3.3 PROTESTS

3.3.1 Protests are generally based on entrant conduct, claimed motorcycle illegality or ineligibility; however, they may be for other reasons.

3.3.2 Protest Procedures: All protests must be initiated in writing. Visual and scoring protests or protests regarding unsportsmanlike and/or dangerous riding may be initiated by a person in the same race or moto as the machine and/or rider being protested. An internal protest may be initiated only by a person in the same category and displacement class as the machine and/or rider being protested. A protest fee (cash only; see fee schedule below) is required to initiate a protest. A protest must be presented to a race referee within 30 minutes after the posting of the provisional results. If the protest is upheld, the entire fee will be returned. If the protest is disallowed, the protest fee will be disbursed at the discretion of the Executive Director of CSRA. Protests must be specific. The race director may order the teardown of any machine, whether or not a protest has been filed. Once a protest is filed, the protested motorcycle shall be immediately impounded by race officials, pending determination of the protest. The inspection will be conducted under the supervision of the Technical Inspector. The inspection will generally be at the race event; however, the inspection may be at such place(s) as the Technical Inspector deems necessary. The Technical Inspector will have up to 10 days to determine the validity of the protest and may impound the protested equipment for that period. Race officials are not limited in their determination of illegality or ineligibility to the matter protested (i.e., if in the course of their inspection other illegalities or basis for ineligibility are found, penalties may be imposed). Once a protest is lodged regarding machine illegality or ineligibility, the responsibility of proving a legality or eligibility rests with the protested entrant. Failure to provide the necessary proof of legality or eligibility will uphold the protest

3.3.3 Types of Protests/Fees: There are three types of equipment protests regarding machine illegality: visual, internal and fuel. The equipment protest fee is \$100 for all protests except for an internal equipment protest \$750.00 for engine, there is no fee for a scoring protest. 3.3.4 Results of Protests: Trophies, placing and points affected by a protest will be withheld until the protest has been settled. When a protest is upheld, race officials must make a decision regarding penalty.

3.3.4 The decision regarding the protest will be made by the Race Director