



## RMX SERIES 2010 RULEBOOK

All riders must sign the appropriate release forms provided by the RMX and the corresponding facility prior to entering the track.

Each participant in competition has the responsibility to assess the safety aspects of track, its facilities, and conditions and **MUST** assume the risk of competition.

All riders must have ankle or higher boots, proper helmets (current Snell standards), eye and full arm & leg coverage.

No one except riders officially entered may ride or practice on the race course during the day's events.

If a rider leaves the course during the race for any reason and then decides to resume the race, he must re-enter at his/her point of exit before another lap may be counted in his/her favor. **IF IT IS UNSAFE OR IMPOSSIBLE** to re-enter at his/her point of exit, they must re-enter at the safest possible place closest to his/her exit as possible **without improving** his/her position.

Riders must complete full laps during practice. Cutting the course will not be allowed.

Rider's must start and finish all motos for the class entered on the same machine (machine will be determined by frame number)

Red Flag and/or Re-start of a moto will be at the discretion of the race official.

If for any reason the race must be stopped, it will be considered completed if over 50% of the race has been run.

Any foul riding, unnecessary bumping, crowding, lack of caution, blocking, course cutting or other unsportsmanlike conduct at the race event is grounds for disqualification or penalty as determined by the RMX race official and/or competition committee

**THE RIDER IS RESPONSIBLE FOR THE CONDUCT OF HIS/HER PARENTS, TUNERS OR ANYONE ELSE ASSOCIATED WITH HIM/HER.** RMX reserves the right to refuse entry or participation to anyone including their right to enter the property where the event is being presented.

Officials reserve the right to prevent anyone from competing in any event if the rider or bike does not comply with the rules.

Any verbal harassment or physical abuse will be grounds for permanent disqualification for those riders or parties involved.

### **PENALTIES & PROTESTS**

All protests, whether of rider, machine or rule violation, must clearly state in writing which part or parts or rule violation is being protested. All protests must be signed by the rider submitting the protest.

- A. The signed protest must be presented to the Race Official within 30 minutes of the infraction in question.
- B. Machine protest must be in writing and presented to the Race official with a \$500 fee. \$100.00 will be retained by the RMX for the Race Officials tear down fee; the balance (\$400) will be award to the winning/correct party in question. The protest must state the specific rule violation(s) in question (Bore, Stroke, Etc). A protested bike will not be torn down or evaluated in any manner which would be detrimental to its function in between motos; that is. Bikes that are protested in the case of a two-day or more event may be impounded by the Race Official until the completion of that bike's racing activity. Failure to submit a bike for impound will result in disqualification for that bike. All tear-downs will be witnessed by the bike owner only, technicians designated by the RMX and the RMX race official.
- C. Protests on rider's age or classification will not be taken after 1st motos have been run.
- D. If for some reason the final decision on a protest is in question, the participant involved or his/her representative may submit their position in writing on the matter within 10 days to the RMX competition committee for further investigation.

### **RIDER'S MEETING**

A rider's meeting will be held before the start of the day's races. All riders must be present. Instructions and information will be given at that time.

NO REFUNDS OR RAINCHECKS will be made in any class once practice begins

All trophies, prizes, etc not picked up on the day of the event will be forfeited if not claimed by the winner.

Pro purse must be picked up by the RIDER; exceptions will require an agreement prior to disbursement by rider and scorekeeper.

#### **TECHNICAL AND SAFETY INSPECTION**

1. The basic design of the bike must be suitable for high performance with safety. The opinion of the RMX Chief Tech Inspector shall be final.
2. All kickstands must be removed for competition.
3. Brakes must be in good condition, properly adjusted and capable of locking the front and rear wheel.
4. Front and rear suspension shall be of a suitable design in proper order and properly adjusted for maximum safety. No components are allowed to be wired or taped to the bike.
5. Tuned exhaust systems and pipes cannot protrude beyond the length of the bike's rear tire and must have suitable silencer.

#### **NUMBERS & NUMBER PLATES**

Any number plates which the officials find to be non-readable must be corrected before that machine is allowed to race. All rock or chest protectors, if utilized, must have the same number on back as is on cycle.

#### **GASOLINE**

Gasoline must be produced by a recognized commercial manufacturer and available to the general public

#### **OFFICIAL FLAGS**

**Green** – Start of Race

**Yellow** – Danger on Track. Use Caution between yellow flag and problem or danger area\*

**White** – One lap to go to finish

**Black** – Disqualification of rider

**Red** – Stopping of race for any emergency situation, may require restart of race

**Black & White Checkered** – Finish, end of race

\*Further defined at Rider's Meeting

#### **STOCK CLASS RULES**

The stock class provides an even competition situation for the riders who have purchased a stock production bike and do not wish to modify it. RMX recognizes that certain changes are allowable in order for the cycle to be safe & reliable for competition use. These changes are listed below in the stock rules. There may be instances where the determination is not defined in the following set of rules. In these cases the decision of the Race Official will be final.

1. Must have original engine, carburetor, frame, sub-frame, front suspension, exhaust-silencer system, wheel hubs & friction clutch supplied by manufacturer for that particular model. Must also have original manufacturer's brakes, swing arm and gas tank. Must utilize original shock mounting on frame and swing arm. No change to engine or carburetor components allowed. No port clean up or "Blueprinting" engine allowed, including dimensional matching of parts by selectivity. No removal of gaskets, O rings, springs or other components.

2. No components may be altered, changed or added to. No factory options that contribute to the increase of power or factory bolt-on kits to replace original stock parts will be allowed. (Exception) 12" rim/tire front may be installed on 7-8 and Super Pee Wees.

3. The only exceptions on changes in the stock class will be allowed for safety, such as handlebars, triple clamps, quick throttles, foot pegs, rear shocks, seat/seat covers/padding, fenders, tires, front & rear sprocket, spokes & rims (replacement rim must be same size as original stock rim), Carburetor jets (removable type) may not exceed 25% larger than original stock jet. The frame may be strengthened or repaired by adding metal via welding (or similar). Engine stabilizing or support brackets and skid or protector plates may be added. Chain guides and tensioners will be allowed. Air breather may be removed or replaced and air box may be drilled or replaced. Decals, graphics, clutch and brake levers may be changed and hand guards plastic open ended may be added.

4. On front suspension, springs, valving, internal parts and oil may be changed in forks. All other components must remain stock.

5. Aftermarket pistons and rings will be allowed providing specifications are the same as original factory pistons and rings for that year/model bike. Overbore and stroking not allowed in stock classes.

#### **MODIFIED CLASS RULES**

All RMX classes will follow modified class rules unless otherwise specified in class description. (ex. 50cc 4-6 stock, 50cc7-8 stock)

The modified class will be open to engine, frame and suspension modifications providing they do not exceed the cycle specifications listed in the class description/cycle limits. All machines competing must be made by a nationally known manufacturer. (race official and or competition committee will base decisions off of information available to them at that time.)

No overbore or stroking allowed that will exceed class cc limits.

## CLASS DESCRIPTION

### SATURDAY CLASSES

CLASS	CYCLE LIMITS
OIL INJECTION - THRU 8	
PIT BIKE - THRU 9	4 STROKE MULTI SPEED TRANS- 110CC MAX
50CC 4-6 STOCK	10 INCH FRONT WHEEL MAX
50CC 7-8 STOCK	12 INCH FRONT WHEEL MAX
PEE WEE OPEN THRU 8	61CC 2 STROKE MAX

65CC 6-8	110 CC 4 STROKE MAX 65CC 2 STROKE MAX
65CC 9-11	
65CC OPEN THRU 11	
65CC BEGINNER	

85CC BEGINNER	NO BIG-WHEELS 85CC 2 STROKE MAX 150CC 4 STROKE MAX
85CC THRU 11	
85CC 12-15	
85CC OPEN THRU 16	

POWDER PUFF	61CC 2 STROKE MAX, 110CC 4 STROKE MAX
65-85CC GIRLS	14 INCH REAR WHEEL
WOMEN	16 INCH REAR WHEEL MINIMUM

LITES BEGINNER	250 4 STROKE MAX 144 2 STROKE MAX
LITES NOVICE	
LITES INTERMEDIATE	
LITES PRO	

MX BEGINNER	450 4 STROKE MAX 250 2 STROKE MAX  (Lites bikes can ride MX class)
MX NOVICE	
MX INTERMEDIATE	
MX OPEN	
MX PRO	

VET OPEN A (PRO)	OPEN
VET OPEN B	

### SUNDAY CLASSES

CLASS	CYCLE LIMITS
PEE WEE OPEN THRU 6	61 CC 2 STROKE MAX
SUPER PEE WEE OPEN THRU 9	
PEE WEE BEGINNER (no membership required)	OPEN TO ALL NEW PEE WEE RIDERS NO RACE ENTRY FEE JUST COME OUT AND LEARN TO RIDE

65CC OPEN THRU 12	65CC 2 STROKE MAX - 110 4 STROKE MAX
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SUPERMINI THRU 13	112CC 2 STROKE MAX 150 4 STROKE MAX
SUPERMINI THRU 16	

WOMEN OPEN	OPEN
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OPEN NOVICE/BEGINNER	OPEN - BIG BIKES ONLY
OPEN AMATEUR	
SCHOOL BOY 12-16	16 IN REAR WHEEL MIN 144 2 STROKE MAX & 250 4 STROKE MAX
COLLEGE BOY 17-24	125 2 STROKE MIN - 250 2 STROKE MAX 250 4 STROKE MIN - 450 4 STROKE MAX

OPEN PRO	PRO
DASH FOR CASH - ONE MOTO	

VET + 25 A & B	OPEN
VET + 30 A & B	
VET + 40 A & B	
VET + 50 OPEN	

SPONSOR RACE - ONE MOTO	Up to 3 riders per sponsor/\$300 for the season
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### **RIDER ADVANCEMENT**

Youth age group classes recognize the riders age as of January 1<sup>st</sup> of the current calendar year (including Schoolboy and Collegeboy)

Vet class age groups recognize the riders age as of the day of the event (+25,+30,+40,+50)

A rider must race with RMX at the highest level that he/she has competed in with any other race organization. The RMX Competition committee RESERVES THE RIGHT TO CLASS OR RACE ANY ENTRANT AS THEY SO DESIRE AT ANY TIME AND PER THEIR DISCRETION.

### **RACE DAY SCORING**

The scoring system on a race event will be in accordance with the Olympic System, that is: In Motocross, each moto will be scored separately. The 1<sup>st</sup> place rider will receive 1 point, 2<sup>nd</sup> place – 2 points, 3<sup>rd</sup> place – 3 points, etc. All riders who take the checkered flag UNDER POWER (no pushing across) will receive a score, regardless of the amount of laps they have completed. Riders who complete over 50% of the required amount of laps per moto but are unable to take the checkered flag UNDER POWER will also receive a finish position.

At the completion of the moto, riders not UNDER POWER with less than 50% of the laps completed will receive a "Did Not Finish". A "DNF" will equal 88 points, regardless of the number of participants in the class.

Riders not completing any of the above criteria will receive a "Did Not Start".

A "DNS" will receive 89 points, regardless of the number of participants in the class.

The lowest total score after all motos are completed will be declared the winner of the event.

In the event of a tie score, the rider with the best finish in the last moto will be declared the winner of the event.

**CONTINUED ON NEXT PAGE**

**YEAR END POINTS SCALE**

# OF RIDERS	FINISH POSITION																																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
40 or more	60	57	55	53	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16
39	59	56	54	52	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	
38	58	55	53	51	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16		
37	57	54	52	50	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16			
36	56	53	51	49	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16				
35	55	52	50	48	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16					
34	54	51	49	47	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16						
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29	49	46	44	42	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16											
28	48	45	43	41	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16												
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2	22	19																																						
1	21																																							

No soliciting or distributing of literature or products will be allowed at RMX events without prior approval from the RMX

In case where a rule determination is not defined in this rule book, the decision of the RMX race official and/or competition committee will be final.

Amended: 5/4/2010 5:30PM