

2010-2011 CMC Rules

CMCMotocross.com Rules & Regulations

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Disclaimer:

The following rules of Competition are intended solely as a guide to provide for uniform and fair competition at events. All participants are responsible for assessing for themselves the track, facilities, and existing conditions thereof and all other matters relating to safety and must rely on their own judgment and assume all risks in choosing to participate, rules directed or related to safety are promulgated to make all persons concerned with safety, however, CMC neither warrants safety if the rules are followed nor compliance with them.

1. CMC RACING CLASSES/ENGINE SIZES

A. Riders in competition shall be classified as follows:

125 (2-stroke) class (125cc): Beginner, Junior, Intermediate, Schoolboy, Open and Professional.
250 (2-stroke) class (250cc): Beginner, Junior, Intermediate, Open and Professional.
250F class: Beginner, Junior, Intermediate, Schoolboy, Open and Professional.
450F class: Beginner, Junior, Intermediate, BTH 16-24, Open and Professional.
25+ classes: Amateur, Master and Professional.
30+ classes: Beginner, Junior, Intermediate, Master and Professional.
40+ classes: Amateur, Intermediate and Master.
50+ classes: Amateur and Master.
Women: Amateur and Pro.
ATV-4 class: Amateur and Professional only.

Minicycle classes are listed in Minicycle section.

The Beginner class is for those riders with the least amount of racing experience, someone who has never raced before. Riders cannot be classified higher than Beginner with any other recognized organization. Riders can race in this class for a maximum of 1 year. **Beginner riders can race in Beginner classes ONLY.**

B. Six (6) motorcycles duly entered constitute a class. If there are not six entrants, the motorcycle(s) may be run with motorcycles of the next highest class or engine displacement, except minicycles. The Referees of the event may allow the entries in the incomplete class (es) to receive awards and points upon the completion of a competition, subject to review by CMC. At the discretion of the Race Coordinator (Head Scorekeeper) if there is an insufficient number of entrants in any of the 40+ classes, the entrants may compete in the corresponding 30+ classes that day, however, 30+ are not allowed to compete in the 40+ classes at any time, same rules apply with 50+.
C. Beg, JR, Intermediate and Age Group riders must complete all motos of their respective class on the **same** motorcycle. At the discretion of the Promoter, Professional/Master may ride different motorcycles of the same displacement in different motos, but under no circumstances may a competitor switch motorcycles during a single moto.

D. All Bikes raced in CMC Sanctioned events must have started life in the class they are competing in (excluding Women, Vet's & QT's)

2. NUMBERS AND NUMBER PLATES

A. There must be three (3) readable and clean number plates on all motorcycles raced. No overlapping of digits should occur.

3. RIDER ELIGIBILITY

A. At any event sanctioned by the **CMC Racing** all riders shall be in possession of a current, properly graded, **CMC Racing** competition license. Must ride Highest Classification.

B. The Promoters or Referees of any **CMC Racing** sanctioned event may refuse the entry of any rider or entrant.

C. Riders may become **CMC Racing** licensees by completing and signing a current Application for a **CMC Racing** license and paying the associated license fee. Annual renewal is conducted in the same manner.

D. Requests are taken for riding numbers greater than 100 with some exceptions as reserved by the **CMC Racing**.

4. GRADING OF RIDERS

A. Those riders applying for **CMC Racing** competition licenses will be required to ride in their highest classification held in a recognized motorcycling organization.

B. Once true rider classification has been established, rider must have the proper amount of points to transfer forward to the next highest classification unless otherwise arranged.

C. The Referees of any **CMC Racing** sanctioned motocross event have the authority to upgrade individual riders according to their ability as determined by the opinion of the Referees and the Promoter. This rating will be in effect for future races.

D. Any rider may contest his riding classification by submitting a resume and other proof of his/her motocross racing abilities to the CMC. The CMC is empowered to make a determination regarding classification, which shall be final and binding to the rider.

E. Licensed riders may be graded in more than one class at a time. Allowable concurrent class enrollment is as follows: **No one can drop to Beginner Class!!**

1) 30+, 40+ & 50+ licensed riders may ride in standard motocross classes, one classification lower than their respective 30+, 40+ or 50+ rank. **Example:** 30+ Intermediate may ride MX Junior. Master class riders may not hold a Professional MX license in any organization and must run Intermediate in standard MX class. Some exceptions may apply.

2) Minicycle (85cc/150cc) riders may be issued a MX Big Bike license graded one class lower than their respective classes, except to the Beginner class, then they must be a 85c Beginner rider to compete in the Big Bike Beginner class, and must be approved by CMC.

3) Pee Wee Cycles racers will be issued a 65cc License in same classification as the racer holds in Pee Wee class.

4) 25+ & 30+ Pro riders may not hold a Sportsmen (Amateur) MX license and must run as Professional in standard MX class.

F. Points for class advancement:

1) Beginner to Junior, 12 points; or two (2) 1st places finishes in a day event class with 6 or more riders.
2) Junior to Intermediate, 24 points.
3) Intermediate to Pro/Master, 36 points.
4) Full points are awarded in classes of five (5) or more riders. In classes of less than five riders, the winner will receive 1 point only.

Points are as follows:

1st overall receives 4 points
2nd overall receives 3 points
3rd overall receives 2 points
4th overall receives 1 point

G. Upgrade points are retained year round.

H. Riders upgraded by another organization must notify **CMC Racing**, submit their **CMC Racing** license for upgrade and compete in the upgraded classification.

I. Riders earning upgrade points while participating in a **CMC Racing** series may remain in the same class until completion of the series at which time the license must be submitted for upgrade.

J. In classes distinguished by age, a rider will be allowed to remain in the same class despite the occurrence of a birthday, which renders the rider ineligible for that class. Upon completion of the series, the license must be submitted for proper classification and the rider must compete in the correct age group.

5. PROTESTS

A. Clerical – No fee's for Protests, all other infractions \$25.00

1) All protests regarding rider classification, conduct on the track, and scoring must be submitted to the Race Coordinator (tallier). Protests will be referred to the Referees of the event if protest is questionable and where rules are not specific (such as a rider conduct dispute).

2) Protests must be registered with the Race Coordinator not more than 10 minutes after the moto winner receives the checkered flag.

3) Protests may only be submitted by a rider entered in the class of the rider under protest, except in the case of injury to the rider initiating the protest.

B. Technical

1) All protests regarding piston displacement and illegal modifications must be submitted to the **CMC Racing** Referees within 10 minutes of the completion of the most recent moto of the rider/machine under protest.

2) Technical protests become official upon payment of the accompanying \$175.00 cash up to discretion of Promoter to tear down top 6 Riders. If protest is found to be valid, the fee shall be returned. If determined invalid, the fee is forfeited to the protested rider.

3) If the protest requires the teardown of an engine, the rider filing the protest must **supply the necessary** tools and equipment to make a determination.

4) If it is not possible for the protest to be settled immediately, the Referees may permit the contested rider and motorcycle to compete, but any prizes and/or monies will be withheld pending decision on the protest.

5) The protested motorcycle will not be dismantled until the completion of the final moto of the event in which it is legally entered, however, it may be subject to impounding between motos.

6. SCORING PROCEDURES

A. To enter a class, each rider must complete and sign a **CMC Racing** Race Entry Form, submit his/her **CMC Racing** license with the entry and payment to sign-up personnel during the hours designated for this purpose.

B. Final results will be tabulated from 2 or 3 motos or qualifying heats as is customary for each particular track or as announced at the riders' meeting. In cases of extreme weather or other conditions, which prevent the completion of the full race program, overall the Promoter or Referees may tabulate results from the one moto as announced.

C. The Olympic scoring method will be used. It operates as follows:

1) Riders earn points in each moto according to their respective finish position.

2) Points awarded for each moto finish shall be 1 point for 1st, 2 points for 2nd, 3 points for 3rd, etc. The rider accumulating the least number of points will be declared the winner. In the case of a tie, the winner shall be determined on the better finish in the final moto.

3) Any rider not completing ½ the laps of the winner will receive points corresponding to the total number of riders entered in his/her class plus 2 points. If you don't start the race you don't get points. **Example:** 10 riders, the rider would receive a 12.

4) When the winner receives the checkered flag, the race will be considered completed and all riders will be credited for positions and laps completed in this final lap. No rider will be allowed to make up lost laps after the checkered flag.

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D. Standard penalties will be administered for infractions of the following rules. The Race Coordinator and/or Referees will individually consider all others.

1) Riders caught jumping the start, backing off or having someone push

2) Any rider leaving the course for any reason during a moto must return to the track safely without bettering his/her position or endangering other riders, spectators or Track Officials. Penalty may be one lap or disqualification to be determined by the Promoter and/or Referee depending on circumstances contributing to the incident.

3) Riders passing under a displayed caution (Yellow) flag will be penalized one lap or disqualified at the discretion of the Promoter or Referee depending on circumstances contributing to the incident.

4) During any practice session, heat or race, it is expressly forbidden to ride or push any motorcycle, for any reason, in the reverse direction of the course.

5) During any race, a motorcycle must not acquire any velocity other than that from its own mode of power, muscular efforts of its rider and/or natural causes such as force of gravity to better a rider's position.

7. PARTICIPANT CONDUCT

The following regulations shall be in force at all **CMC Racing** events. Additional regulations of conduct for particular tracks may be issued for specific races and will be explained at the riders' meeting prior to the race event.

A. All riders are responsible for the conduct of their parents and pit crew. Suspension up to six (6) months can be levied against any rider or pit crewmember showing bad conduct on or off the course at any race event.

1) All persons, mechanics and parents have to be away from rider/bike and starting area when starter board goes up.

2) If you jump the gate YOU will be docked one (1) lap.

B. A rider or member of a rider's pit crew found riding in the pit area would subject the rider to immediate disqualification.

C. The **CMC Racing** Referee may exclude immediately any rider who, in his/her opinion, is guilty of any foul, unfair or dangerous riding.

D. No consumption of alcoholic beverages during an event.

E. Persons camping at race events must conform to all regulations set by racetrack Officials and Owners.

8. FLAG SIGNALS

A. All involved or concerned riders must obey all flag signals immediately. A rider who disregards any flag signal may be penalized.

B. Each respective flag signal shall designate the corresponding condition:

| | |
|--------------------------|-----------------------------------|
| Green | Start |
| Green (displayed) | All Clear |
| Yellow (motionless) | Caution |
| Yellow (waved) | Great Danger, be prepared to stop |
| Red | Stop, all riders |
| Red (waved at one rider) | Rider stop at finish |
| White Courtesy last lap, | must race to Checkered. |
| Black w/White checkers | End of Race |
| Blue | Move over, allow rider to pass |

C. Only course Officials are permitted to use these flags. No other flag signals are permitted.

9. METHOD OF STARTING

The method of starting shall be at the discretion of the Referee and/or Starter.

10. MOTORCYCLE ELIGIBILITY

A. The following conditions shall determine motorcycle eligibility.

1) ENGINES

a) Engines of any type falling into classes outlined in Sections 1a and 11b may be used.

b) Maximum 99 decibels.

c) No over bores or stroking only OEM Parts can be used.

d) Exhaust pipe shall eventually be directed rearward. The end of this pipe may not project beyond any part of the vehicle (in most cases, the rear fender). All exhausts must be muffled to register below 99 decibels at a distance of 50 feet.

2) FRAMES AND SUSPENSION

a) Frames shall be free of visible defects.

3) FENDERS

a) Fenders are required on all motorcycles.

4) TANKS

a) All tanks must be free from leaks and securely fixed to the motorcycle.

5) FUEL

a) All fuel used must be pumped gas of 115 octane or less. Pump gas is defined as gas available from commercial filling stations or trackside

fuel vendors. In the event of a protest, the name and grade of fuel must be given to one of the track Officials, with which a determination will be made.

6) TIRES AND RIMS

a) For all **CMC Racing** motocross events, the minimum rim diameter shall be 16 inches (except Minicycle classes).

b) Any tire must have a clear pattern of tread around the entire circumference. No paddle or scoop tires.

7) BRAKES

a) At least one efficient brake per wheel.

11. MINI AND PEE WEE RULES (85cc, 150cc & 65cc)

A. All 85cc, 150cc, 65cc, and Pee Wee riders must conform to applicable motorcycle rules. The **CMC Racing** reserves the right to amend these rules, particularly for series and special events. Amendments will be publicized prior to and at the time of their initial use.

B. Minicycle (65cc) riders may be issued an 85cc license in their respective age groups; only 65cc Beginner riders qualify to ride 85cc Beginner class.

C. 85cc, 65cc, and Pee Wee classes offered by **CMC Racing** shall be known by either name or displacement and are as follows:

| | |
|----------------------|-------------------------|
| Pee Wee Cycle (63cc) | 65cc |
| Beginner | Beginner |
| Age 4-6 | Through 8 years of Age. |
| Age 7-8 | Ages 9-11 |
| Open | Open |

85cc/150cc (non-Big-wheels)

| |
|---------------------------|
| Beginner |
| Age 7-11 |
| Age 12-13 |
| Age 14-16 |
| Open |
| Supermini/Big-Wheels only |

D. Classes may be run with no age designation at the discretion of the Promoter or Referee.

E. For 65cc riders entering the 85cc class, points will be kept and the following criteria will be followed to determine proper classification:

1) The highest classification currently held with any recognized organization for competition on an 85cc Minicycle.

2) All other riders will be expected to enter the 85cc Age group classifications at all **CMC Racing** events.

3) Big Wheels, 105cc Kits and 150cc 4-Stroke allowed in the Supermini Class only.

F. An 85cc Age group rider may drop one class/grade when transferring into the 125cc class, except to the Beginners class (refer to 4.E-2). **Example:** 85cc 12-13 to 125 Junior.

G. Any track Official may, at any time, request proper proof of birth from any Minicycle rider. Rider has one week to furnish birth certificate or other official proof of birth date. Failure to provide proof of birth date may result in suspension of license.

H. Each rider must compete within his/her respective age group and may not drop to a lower age group at any time.

I. All protests must be registered with the Referee or Race Coordinator by the rider, not parent, except in cases when the rider is physically unable to lodge the protest.

J. 65cc

- 1) Overall length not to exceed 60 inches.
- 2) Handlebar width cannot exceed 30 inches.
- 3) Maximum engine displacement is 65cc.
- 4) Max. rim size is 14 inches and min. 10 inches.

K. 85cc

- 1) Maximum length allowed is 72".
- 2) Handlebar width cannot exceed 32".
- 3) Rear wheel size cannot exceed 16" or be less than 12 inches in diameter.
- 4) Front wheel cannot exceed 17" in diameter.
- 5) Maximum engine displacement is 85cc. No Stroke or Overbore only OEM Parts can be used.

L. MINICYCLE MODIFICATIONS

With respect to equipment modifications, mini classes will run as one with limited modifications, not as a separate stock and modified classes. The following items shall not be changed from production motorcycles for their respective year of manufacture.

1) Rim size.

M. PEE WEE SPECIFICATIONS (63cc)

- 1) Overall not to exceed 41 inches from axle to axle.
- 2) Handlebar width cannot exceed 30 inches.
- 3) Maximum engine displacement is 63cc.
- 4) Maximum rim size is 10 inches.
- 5) Any Pee Wee rider can ride any Pee Wee bike in their respective class, but must have stock rear wheel.

Any Pee Wee cycle that has the 12" front wheel, larger carb, longer frame and more travel on suspension cannot be raced in the 4-6 year old class.