**ProMX**

**RULES AND REGULATIONS**

These rules and regulations shall be used for the Promx events. From time to time circumstances and conditions will require modifications of some rules. Such modifications are at the sole discretion of **ProMX Group** race officials. It is the rider or guardian’s responsibility to know his limitations and to ride within those limitations and to know the rules. Never should a rider be allowed to compete when the rider is not 100% both mentally and physically.

Steward or Promoter is the owner or who is in charge of the event and how the event will be ran, changes of the event can be made due to weather or daytime hours and nighttime events.

Under any circumstances a rider must compete in the highest classification he has ever achieved with any recognized organization. A riders age on January 1st will determine his or her age for thatyearsevents**.** A rider may not return to a lower classification without Promoter/ProMX approval.

Once a rider moves to the next higher age class in competition, they may not move back to the lower age class

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No refunds or rain checks are given after Race day practice.

Rider must own or rent aMyLaps Transponder and be on his bike to be in any event or allowed on the track during a ProMx race. We do not require them for practice

Riders must compete with proper numbers on front number plates as well as both side plates. Any rider who does notmight not get scored for the event with no protest.

Even if you have a transponder on your bike you still need numbers on your bike.

All flag signals must be obeyed immediately by all involved or concerned riders. A rider who disregards any flag signal may be excluded from the meet, incur position penalty, or suspension for an indefinite period of time by the Steward of the meet.

GREEN waved …………………………………………………………..START

GREEN displayed ………………………………………………… ALL CLEAR

YELLOW displayed ………..CAUTION, REDUCE SPEED, HOLD POSITION

RED displayed or waved ……………………………..……STOP ALL RIDERS

BLACK waved at one rider …………………..RIDER STOP AT FINISH LINE

WHITE ……………………………………………………………… LAST LAP

BLACK/WHITE CHECKERED ……………………………….. END OF RACE

BLUE ………………...YOU ARE BEING LAPPED, LET RIDERS PASS YOU

1.

The method of starting will be at the discretion of the Steward/Promoter and/or Starter, to be determined at the beginning of the event.

The following regulations shall be enforced. Additional regulations of conduct for particular situations may be issued for specific meets and will be explained at the event.

Once the events start no one is allowed on the race track or infield except during the peewee (50cc) races One parent or guardian per riders no minors should be on the infield of the track during a race. Riders or Racerscannot ride or walk the track or infield after Moring practice starts.

All outside assistance, except that of course officials, is forbidden during any race escaped for the 50cc Peewee classes

Anyone found consuming an excessive amount of alcohol, will be asked to leave the event. Any rider found consuming **ANY** alcohol or any drug or smoking marijuana, will not be allowed to compete and will be asked to leave the event.

During any practice session, any race, or any time, it is expressly forbidden to ride or push any vehicle for any reason in the reverse direction of the course, unless so directed specifically by an authorized course official. A violation of this regulation can entail possible suspension.

Cutting the track inside the track markers or hay bales where the track is clearly marked will be up to the promoter on how may Positions will be docked from the rider and is considered cheating

Any machine found illegal, upon being protested, can lead to suspension of the entrant, his sponsor, and pit crew. All points accumulated upon suspension will be forfeited.

Any rider or member of a rider’s pit crew found racing a machine in the pit area will be subject to immediate disqualification from the meet, for the rider possible suspension. A special area may be designated by the Steward/ promoter of the course as a warm-up area.

All vehicles, bikes and carts must go slow in the pit area.

Rider caught jumping the start, or blocking off a starting gate or line will be subject to position penalty. If further violations occur, disqualification for the rest of the meet will be assessed by the starter or clerk of the course.

Anyone participating on the course without first being entered for the Race will be subject to disqualification and/or suspension. Must be signed up for the event to be on the track.

2.

Rider or riders entering the course at any point other than the starting area for or during a race or practice session, is subject to disqualification from the days events.

For safety reasons, there are no practice starts allowed at the start line.

All riders are responsible for the conduct of their parents and pit crew. Suspension can be levied against any rider or pit crew member showing bad conduct on or off the course at any race or practice event.

The **ProMx** Steward/Promoter shall exclude immediately any rider who, in his opinion, is guilty of any foul, unfair or dangerous riding.

The competition committee of **ProMx Group**is empowered to settle finally, any appeal or dispute arising at this event, and a decision by this committee shall be final and binding on all parties.

Protest must be filed within 30 minutes of the posting of results of the class in question, and must be in writing. Protest fee shall be $300.00. Part of the fees will go to the company doing the teardown. If the protest is found valid, the rest of the fee shall be returned. If found invalid, the fee is forfeited to the body whose sanction has been issued. If parts are involved an amount will be declared by the Steward/promoter of the event. No fees will be given to a protested entrant, labor or parts, which is found to be competing on an illegal machine.

Written protest and fee must be presented to the Promoter/Steward of the event. In the case of a questionable protest where rules and regulations are not specific, a ruling will be made by the steward/promoter of the event.

There will be no protest allowed against the decision of the Steward/Promoter of the event.

Protests may only be made by a rider or entrant of a machine in the same class as the protested machine or rider.

Persons camping at any race meets must conform to all regulations and Rule set up by **ProMX Group**or raceway personnel must have permission to do so. Camping or overnight parking at any of the events is a privilege not a right Resects all rules. Maybe some camping fees

Riders and/or family and pit crew who direct foul and abusive language to an official of the sponsoring club, organizer, ProMx official, are subject to disqualification for the entire meet and additional penalties up to, and including, suspension by the ProMx Group.

If mail or Online entries are requested, they must be received by the Promoter by the deadline.

No transfer of entries are to be made, unless **Promoter**or Signup booth is notified and approves.

3.

In order to be properly entered, a participant must complete and sign an official entry form and Insurance release form at sign-up or online All entries must register and checked in before entering the Race track area.

The promoters or stewards of any **ProMx** event may refuse the entry of any rider or person to enter the property or race facility.

All motocross classes will ride at least two races or motos if time and conditions permit. If any change is necessary it will be announced as soon as possible.

The Olympic Scoring method will be used in scoring motocross events. 1st Place = 1 points, 2nd Place = 2 points, and so on. The rider with the LOWEST total after all events are added together will be the winner. In case of a tie, the rider with the best score in the final moto will be the winner.

If a race or event is stopped because of an apparently injured rider, said rider shall not be allowed to re-enter that particular race or event unless allowed by the starter, referee or official. He may, however, enter other heats or events for which he is qualified.

If a rider, or riders, starts the moto but does not complete half the laps of the event, they will be scored as last place plus two (2) positions. If a rider, or riders, do not start the moto, they will be scored as last place plus three (3) positions.

Two (1) minutes only shall be allowed for a machine and rider to make the starting line at a closed course event after a call from the referee or pit steward. After this lapse of time, if not ready, the rider and machine are out of that moto only.

If a rider, or riders do not start an event they will receive no score for that event.

Motos may be shortened at the discretion of the Referee/Promoter for safety. When the motos must be shortened for other reasons, the riders shall be informed before the start of the shortened moto over the PA System

If a rider starts on the wrong gate drop in his moto he will be scored as last place.

Any motorcycle that complies with the regulations set forth in these rules may compete. Technical inspectors may exclude any motorcycle of which the construction, condition, or controllability is deemed to be dangerous. The major concern of ProMx **Group** and its officials is safety. It is the rider’s and his support crew’s responsibility to keep his machine in top condition at all times.

4.

**Riders Classifications**

Beginners ------------- Beg

Novice------------------Nov

Intermediate ---------Int

Expert-------------------Exp

Professional-----------Pro

All side stands or kick stands of any type must be removed from any vehicle before it is on the race course.

All controls must be in good condition and operating efficiently.

Cables must be in good order and adjusted.

Footrests must be positioned to give easy access to any control lever. Footrests must be the folding type.

To be eligible for stock classes, the following cannot be changed or modified: engine, electronics, frame, carburetor, air box, swing arm, forks & shock body, triple clamps, rim size and exhaust system. Cylinder must retain the original manufacturer’s bore. Changes to the carburetor jetting is allowed. Material may be added to existing frame for strength. Parts that may be replaced or added include: fuel filters, gas line, handlebars, cross bar pads, non-metal open ended handguards, serrated footpegs, lower fork leg protectors, spokes and nipples, decals, spark plugs, spark plug caps, sprockets, handlebar mounts. Clutch and brake lever assemblies must be replaced with OEM parts or aftermarket parts of the same basic design and material. Pistons and rings may be accessory items as long as they maintain the stock specifications of the OEM parts they replace. Countershaft sprocket covers may be removed. Suspension Springs may be altered, you can revaulved change springs but must have stock fork and shock body. Stock class motorcycles and minicycles may be inspected, and changes other than those mentioned above will result in disqualification from the stock class

Engines must be of the same basic design and materials of the approved model, and the manufacturers crankcase, cylinder and cylinder head from the approved model must be used. The use of kits or sleeving is allowed. Motorcycles must use the crank case of the production motorcycle motor. The use of kits, sleeving, stroking or boring to change displacement classes is allowed. The actual displacement of a stroked, kitted, bored or sleeved motor must be stamped on the side of the cylinder or engine case. The displacement of the motorcycle or minicycle may not exceed the class limit.

Engines are allowed overbore for rebuilding purposes up to class limits plus .080 inches per cylinder for all motorcycles.**All classes are considered modified classes unless stated stock**.

Stock machines must remain in showroom condition to qualify as stock, with the following exceptions: removal or modification of carburetor jets, handlebars, sprockets, tires, chain, tubes, hand levers, foot pegs, grips and spark plugs. Padding may be removed from stock seat; however, at least one (1) inch of padding must remain. Springs may be altered, you can revaulve change springs but must have stock fork and shock body. Smaller wheels may be used to lower the machine to allow small riders to reach the ground. Larger wheels may not be used. **NO OTHER MODIFICATIONS ARE ALLOWED.**

**All classes are considered modified classes unless stated stock**.

5.

All clothing may be examined and approved with each rider’s machine at technical inspection. Protective clothing as listed below must be worn at all times while practicing or during any race. Failure to observe these rules will lead to exclusion from the event. Safety is the number one concern in the inspection of racing clothing.

All riders must wear full coverage clothing of close fitting design made of material suited as to provide adequate protection to the rider. No capes

Riders must wear helmets at all times during the course of the events. Helmets must meet current D.O.T. & Snell approval and be in fresh condition on the track and Pit area.

All riders must wear boots extending far enough up the leg so as no gap occurs between boots and the bottom of the pant leg when in any riding position. Boots must also offer adequate ankle support and shin protection.

Eye protection must be worn at all times and must be shatter/splinter proof material. If vision becomes blocked or in any way impaired it is the riders responsibility to correct the problem before starting or continuing any event. Gloves and shoulder pads are recommended for additional protection.

If a machine or rider’s protective clothing is deemed to be unsafe, by the Steward/Promoter he will not be allowed to compete although he may meet all requirements.

Each Series will have a Number of Riders and Number of Events you have to attended to Qualify for Series end Points,Trophies’ and Awards

Pack it in pack it out if garbage cans are not available Pit area must be kept clean, and all trash must be removed from the area.

Event Practices and the day before event Practice If a rider is caught riding it the wrong practice the promoter has the right to have him sit out a few practices or pull him from the event to Disqualify him for the weekend’s event with NO Refund.

Pit bikes and pit riding allowed at special events Pit riding may not be allowed at some tracks pit riders must have a helmet on at all times pit bikes can be used to go from your pits to sign-ups or starting gates.

Golf Carts will be allowed, but it will be the **parent’s responsibility** to ensure that no minors under the agewill be allowed to use them during the event. If a minor is caught, we will confiscate the golf cart until the event is complete or have you leave the event. Golf Carts must be parked as soon as dusk or Nighttime sets in and will not be allowed to start until the next morning. This is for safety. Only staff vehicles will be allowed after dark for safety patrolling purposes.

6.

General Equipment Standards Equipment used in sanctioned competition must meet the following standards, except as otherwise specifically provided for in the rules.

When the rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the motorcycle components will perform safely in competition. All classes are considered modified unless stated otherwise.

1. Engines (Modified Classes) a. Motorcycles must use the crankcases of the production motorcycle engine. The use of sleeving, stroking or boring to change displacement classes is allowed. b. Any crankshaft configuration may be used (180- degree firing, alternate firing, etc.). c. Naturally aspirated engines only. d. Removal or alteration of displacement or bore size designations on cylinders or cases is prohibited. The displacement of the motorcycle or minicycle may not exceed the class limit.
2. Piston displacement may be measured using either of the following formulas: (1) V = 3.1416 \* b2 h; b is one-half bore, h is measured stroke V = 3.1416 x (one-half bore x one-half bore) x measured stroke x number of cylinders (2) V = B2 \* 0.7854 \* h; B is bore, h is measured stroke V = bore x bore x 0.7854 x measured stroke x number of cylinders
3. Note: If bore and stroke is in millimeters, divide the end product by 1,000 to convert to cubic centimeters (cc). If bore and stroke is in inches, multiply the end product by 16.387 to convert to cubic centimeters (cc). 2. All combustion engine motorcycles must use petroleumbased gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814. All gas must be stored in approved containers. 23
4. Transmission a. All motorcycles must be fitted with a transmission as catalogued and sold by the manufacturer of the motorcycle in question. b. Specially fabricated clutch levers or pedals may be used. c. Starting systems may be removed, including kick lever, pedal, starter crank gear and starter shaft. Kick pedals must be of the folding type. d. Only single speed (fixed) gearing is permitted on electric motorcycles. e. There are no limitations on external gearing.
5. Brakes must be manufactured and installed in a safe and workmanlike manner. b. A brake or braking device doesn't mean a compression release, although compression releases may be installed in addition to brakes. c. Motorcycles in motocross competition must be equipped with adequate, operating front and rear brakes. d. Brake ventilation is permitted. e. Brakes that operate by friction on the tire or wheel rim are prohibited.
6. Wheels and Axles a. Aluminum wheel axles are prohibited.
7. Frame parts must be manufactured in a safe and workmanlike manner, and any frame modifications also must be done in a workmanlike manner. b. Titanium frames are not allowed. c. All stands must be removed. d. All footrests must fold back at a 45-degree angle for at least 50 degrees of movement. e. The maximum length of the footrest from the pivot point is 5 inches. f. Footrests may be raised or lowered but cannot be lower than the bottom frame tube. g. Sub frames may be replaced with aftermarket units of steel, aluminum, titanium or the same material of the OEM part.
8. The frame with which a rider has qualified can't be changed unless authorized by the event referee when deemed unsafe. (1) Once the frame is deemed unsafe by the referee, it must be replaced. MOTOCROSS 1.2 24 (2) When changing frame is approved, only items from the original motorcycle/minicycle can be placed on the alternate frame. Unless authorized by the referee. Note: Only the Referee may authorize a frame change for safety reasons
9. Handlebars and Controls a. Handlebars must be made of steel, aluminum, titanium, or another material. Repaired, cracked, or broken handlebars are prohibited. Handlebar mounts may be altered. b. Control levers must have ball ends at least 1/2 inch in diameter. c. All motorcycles must be equipped with a functional mechanical kill device (such as a compression release) or ignition cut-off switch mounted on the handlebar and able to be reached without taking one’s hand from a handgrip. d. Motorcycles must be fitted with a self-closing throttle.
10. Forks a. Forks must be adequate in strength and size for the motorcycle and its use. b. If the forks are moved up in the triple clamps and protrude more than 1 inch (including air stem if so equipped) above the lowest portion of the handlebars, then a protection device must be fitted over them. c. A steering damper may be used.
11. Gas Tanks a. Gas tank capacity must not exceed 24 liters (6.34 gallons). The gas tank must be manufactured and mounted in a safe and workmanlike manner. b. Leaking gas tanks or fittings, as well as temporary makeshift repairs, are prohibited. c. Seat tanks are prohibited. d. Gas tank vent lines must have a device that prevents gasoline from escaping. e. Carbon Fiber or carbon composite fuel tanks are not permitted unless homologated.
12. Fenders a. The front fender and the rear portion of the rear fender may be removed, or special fenders may be fitted. However, any special fenders must be mounted securely and safely. b. Rear fenders must extend at least to a vertical line drawn through the rear axle. No Sharp Fenders
13. Chain Guards a. A guard must completely enclose the primary drive (The counter-shaft sprocket and primary back drive are not considered parts of the primary drive). b. A rear chain guard isn't required.
14. Exhaust System a. The exhaust system must be attached securely together and to the frame and must remain so until the end of the event. b. The discharge end of an exhaust system may not extend past the rear edge of the back tire. c. Motorcycles must be equipped with mufflers.
15. Tires a. Recapped or retreaded tires are prohibited. b. No rubber or metal studs (or foreign materials) may be added to the tire tread. c. No paddle tires may be used. d. No liquid may be used as primary tire filler. e. Tires must be commercially/readily available.
16. Number Plates a. Three number plates are required and must be mounted securely and in a workmanlike manner. All number plates must be clearly visible.
17. Use of electronic communication with the rider or use of a portable electronic device of any kind (i.e. digital music device) that would be considered a distraction while on the motorcycle during the meet is prohibited.
18. Streamlined parts, shells or housings are not permitted.
19. No lights, license plates, brackets, mirrors, glass or equipment posing a hazard to the rider or other competitors are allowed.
20. Electric Motorcycle Note: Applies to all Motocross Racing disciplines a. Unless superseded, electric motorcycles shall adhere to ISO13063 Voltage Class A requirements as self-certified by the OEM. b. A master on switch is required that enables electronics of the motorcycle to be turned on. This is analogous comparable to a key switch function. c. A manual propulsion disable switch is required such that when active, no active rotation of the motor or power unit is possible. d. The electric motorcycle shall have automatic propulsion disable features under the following conditions: 1. Tilt - Electric motorcycle tilted beyond a point from vertical not normal for competition for greater than 5 seconds. a. An original equipment tether type mechanical kill device attached to the motorcycle and the rider so that propulsion is disabled at any time when the rider becomes separated from the motorcycle is acceptable in place of a tilt device. 2. Battery Fault – Unsafe operating condition of battery identified by BMS or loss of communication with BMS for greater than 5 seconds 3. Timeout – No throttle commanded for greater than 60 minutes e. Throttle control shall use a redundant, non-contact sensing technology. Redundant signals shall be opposing direction and both required for throttle/motor control to be active. f. Throttle control has a means for diagnostics where the current position is displayed. g. The vehicle shall have a system status LED. When illuminated, the LED indicates that propulsion is active and using the throttle will spin the motor. The status LED is to be located on the front of the bike and visible to rider and officials facing the bike. LED shall be visible to a standing person when the electric motorcycle is laid down on its side.
21. Battery Pack One main battery pack is allowed. 2. Main pack may be removable to allow for charging or swapping of a discharged battery pack for a charged battery pack. 3. Cells comprising main battery pack are of
22. Lithium-Ion chemistry of LiNiMnCo (NMC) type. 4. An auxiliary battery pack may be used in support of an independent 12V power for motorcycle electronics. Auxiliary battery may not aid in propulsion of the motorcycle. It may be lead acid, AGM, or Lithium- Ionchemistries. 5. A battery monitoring system (BMS) must be incorporated into the main battery pack as a means to prevent damage to the battery pack. 6. The maximum voltage output of the main battery pack is 60V DC. 7. Voltage of the battery pack is determined as follows: • Pack Voltage = Nominal Cell Voltage X Number of Cells in Series. 8. The capacity of the battery pack is determined as follows: • Pack Capacity = Cell Rated 1C Discharge Capacity at 20 deg C X Number of Cells in Parallel. 9. The energy rating of the battery pack is determined as follows: • Pack Energy = Pack Voltage X Pack Capacity. 10. The main battery pack shall display a rating label showing Pack Voltage in Volts, Pack Energy in kWh, serial number, and OEM branding. Rating label must be visible when installed in motorcycle. Access to view label shall require no tools. 11. The main battery pack must be certified to UN 38.3 standards and contain a UN3840 compliant label. 12. The main battery pack must be manufactured in a way not to allow tampering or modification of the original design. 13. The battery pack may not be changed after a sight lap.
23. A single electric motor is allowed for propulsion. Motor must power the rear wheel only. 27 h. Battery Pack 1. One main battery pack is allowed. 2. Main pack may be removable to allow for charging or swapping of a discharged battery pack for a charged battery pack. 3. Cells comprising main battery pack are of Lithium-Ion chemistry of LiNiMnCo (NMC) type. 4. An auxiliary battery pack may be used in support of an independent 12V power for motorcycle electronics. Auxiliary battery may not aid in propulsion of the motorcycle. It may be lead acid, AGM, or Lithium- Ionchemistries. 5. A battery monitoring system (BMS) must be incorporated into the main battery pack as a means to prevent damage to the battery pack. 6. The maximum voltage output of the main battery pack is 60V DC. 7. Voltage of the battery pack is determined as follows: • Pack Voltage = Nominal Cell Voltage X Number of Cells in Series. 8. The capacity of the battery pack is determined as follows: • Pack Capacity = Cell Rated 1C Discharge Capacity at 20 deg C X Number of Cells in Parallel. 9. The energy rating of the battery pack is determined as follows: • Pack Energy = Pack Voltage X Pack Capacity. 10. The main battery pack shall display a rating label showing Pack Voltage in Volts, Pack Energy in kWh, serial number, and OEM branding. Rating label must be visible when installed in motorcycle. Access to view label shall require no tools. 11. The main battery pack must be certified to UN 38.3 standards and contain a UN3840 compliant label. 12. The main battery pack must be manufactured in a way not to allow tampering or modification of the original design. 13. The battery pack may not be changed after a sight lap. i.
24. Motors 1. A single electric motor is allowed for propulsion. Motor must power the rear wheel only. MOTOCROSS 1.2 28 2. Motor may be housed to include electronics, such as motor controller, and wiring to create a power unit. 3. Motor or power unit must contain a label with a serial number and OEM branding. 4. Motor or power unit must be mounted near center of chassis (mid-motor). No hub motors allowed. 5. Motor is only allowed to rotate to provide forward motion. Reversing of the motor is not allowed mechanically or electrically. j.
25. Motor Controller 1. Motor controller must have OEM markings including serial number and OEM logo. 2. Aftermarket motor controllers are prohibited. 3. A motor controller may be integrated or housed with motor to create a power unit. Power unit shall be labeled with serial number and OEM logo. E. Motorcycle Equipment Inspection The referee has the power to disqualify any motorcycle.

No 50cc allowed in the 65cc Classes

**51ccPWClass4-6**

Maximum wheel size 10 inch

Max 12m.m round intake

Single speed automatic

No 65cc kits allowed Must have OEM spec cylinder

You are allowed to change or modify air box and air cleaner

and change exhaust system and premix your gas.

**51cc 4 - 6 yrs.**

0cc - 51cc 2-stroke

0cc - 51cc 4-stroke

Single-speed automatic. Maximum (adjusted length)

wheelbase 36 inches. Maximum wheel size 10 inches.

No KTM Senior/ SX or king Cobras in this class

(KTM SX mini is ok)

**51cc 7 - 8 yrs.**

0cc - 51cc 2-stroke

0cc - 51cc 4-stroke

Single-speed automatic. Maximum (adjusted length)

wheelbase 41 inches. Maximum wheel size 12 inches.

**51cc 4-8 Open**

4 - 8 yrs.

0cc - 51cc 2-stroke

0cc - 51cc 4-stroke

Single speed Automatic

Maximum wheelbase 41 inches.

Maximum wheel size 12inch

**65cc Classes**

No 50cc allowed to ride in any of the 65cc classes

No 65cc allowed to ride in any 85cc Classes

65cc age 7-11 Beg

65cc age 7-9

65cc age 10-11

65cc Open age 7-11

All 65cc classes

Minimum wheel size 12 inches.

Maximum front wheel 14 inches.

Maximum wheelbase 45.5 inches

**85cc Classes**

No 19 inch front wheels or Supermini No 112cc in 85cc classes.

85cc Beg age 15under

85cc Nov age 15 under

85cc Int age 15 under

85cc Open age 15 under

85cc Beg age 7-15 yrs.

85ccage 7 - 11 yrs.

85cc age 12 - 16 yrs.

85cc age 7-16 Open .

Honda 150 is allowed in the 85cc classes must have correct wheel sizes

All 85cc classes

Maximum front wheel 17 inches. Minimum rear wheel 12 inches.

Maximum rear wheel 16 inches.

**Supermini** can only ride in the Supermini class and the Schoolboy One.

Supermini max cc 112 maxaimum front wheel 19inch

Honda 150 can ride in the Supermini class

**SchoolboyOne** age 12 - 17 yrs.

Supermin - 125cc 2-stroke 150cc 4-stroke

**SchoolboyTwo** age 12 - 17 yrs.

122cc - 150cc 2-stroke

126cc - 250cc 4-stroke

No minicycle or Supermini.

**WomanMini85ccunder**

Honda 150 are allowed

**Woman Big Bike**

125cc and up no Mini allowed

**125cc Classes**

No KTM 150cc allowed no Supermin or mini’s

**250 Classes**

125cc two stroke Ktm150, 250F and 250 2strokes are allowed

No mini’s no Supermini’s no 450cc

**450cc Classes**

250 2 stroke , 250F are allowed

No 125cc No Mini’s

Only time you can drop a class is from the 85cc classes to the Big bike classes.

For a example if you ride 85cc Nov when you move up to big bikes you can ride the 125cc or 250f Beginner if the Promoter find you are over qualified or to fast for that class he can move you back up to Nov.

All Vet riders 25 years and up can NOT drop down a class from one class to any other classes.