2010 COMPETITION RULE BOOK

Notwithstanding what is herein written, “the intent of this Rule book is to promote Fair and Reasonable competition during CMX Racing 2008 Inc.(herein after called CMX Racing) sanctioned Sporting Events". To that end, the Referee’s decision will be ***final***. Entry into the Racing venue is a clear acceptance by all competitors of the above and all other rules. CMX Racing reserves the right to amend these rules and will publicize the amendments prior to or at the time of their initial use. These rules were made foremost, with safety in mind.

WARNING. Motorsport racing is dangerous. All participants are to sign the waiver before entering the competition area. 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 assuming all risks by choosing to participate. Participants who doubt the competence of track officials, have concerns about the safety of the course, or their own ability to negotiate the course, or are uncertain about the condition of their machine, or doubt the competence of fellow competitors, should not participate and are to request the return of their entry fee before competitive activity begins. CMX Racing neither warrants safety if the rules are followed nor compliance with them.

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CHAPTER 1

1A. General:

1. In order to compete at a CMX Racing event you must either be a CMX Racing member or purchase a Day Pass fee for $20.00 (see 8a.). Memberships can be purchased at an event. At all subsequent events the license is required for sign up. (Lost licenses will require the purchase of replacement at an additional cost).

2. A parent or guardian is to accompany every rider under the age of 18 years to sign up. Both signatures are required at sign up and the parent or guardian is to accompany the participant for the duration of the event.

3. Any rider caught using counterfeit currency at sign in will be subject to suspension and reported to the authorities.

4. A rider's classification will be determined by classification in any another organization or association, rider ability or the events referee.

5. The rider is responsible for the conduct of himself, pit crew and anyone in his pit area. Conduct that is inappropriate and detrimental to the sport will not be tolerated and could result in suspension and ejection from the premises.

6. In the event of a lightning storm before or during a moto the referee is to delay the start, or display the red flag for a moto in progress. No other motos will commence until the storm passes.

1B. Class structures:

1. Pro – min age 14
Intermediate - precedes Pro, min age 14
Junior - precedes Int, min. age 12
Beginner - precedes Junior, min age 12

2 Stroke: open to all riders, 100cc & up 2 stroke
no 4 strokes (a true 2 stroke class)
250 Class: Beginner - min age 12, 100-153cc 2 stroke, 100-250cc 4 stroke
Junior - min age 12, 100-153cc 2 stroke, 100-250cc 4 stroke
Int/Pro - min age 14, 100-153cc 2 stroke, 100-250cc 4 stroke

450 Class: Beginner - min age 14, 154-285cc 2 stroke, 251-450cc 4 stroke
Junior - min age 14, 154-285cc 2 stroke, 251-450cc 4 stroke
Int/Pro - min age 14, 154-285cc 2 stroke, 251-450cc 4 stroke

Pro/AM: open to all riders Junior & up min. age 14

Open Class: Beginner - 100-550cc 2 stroke, 100-650cc 4 stroke, ages as above
Junior - 100-550cc 2 stroke, 100-650cc 4 stroke, ages as above

Ladies: min. displacement 85cc

GP Mini: age 7-16, 85cc-112cc 2 stroke, 100-150cc 4 stroke

85cc 12-16: 85cc 2 stroke, 100-150cc 4 stroke (no big wheels)

85cc 7-11: 60-85cc 2 stroke, 60-100cc 4 stroke (open to 65 "A" riders only)

65 "A": 7-11, 60-65cc 2 stroke, up to 80cc 4 stroke **65 "A"'s can run in the 85 7-11 class, but not the GP Mini**

65 "B": 7-11, 60-65cc 2stroke, up to 80cc 4 stroke

50cc 4-6: up to 50cc 2 stroke, up to 73cc 4 stroke

50cc 7-8: as above

Age Classes: +30, +40, Youth (14-24)

2. A rider's age on January 1 will determine his/her age for the year. However, a rider has the option to move to the next higher age class as soon as he/she becomes eligible to do so, but once a rider moves to the higher age class, he/she may not move back to the lower age class. Riders are encouraged to determine at the beginning of the points season which age class they will participate in for the points season/year. Points earned in a lower age class **will not** transfer to the higher age class.

3. A riders primary class is Beginner, Junior, Intermediate or Pro.

4. In "age classes" a rider may also ride in the (one) class directly below his actual age, **except the 50cc's**.

5. No rider can compete in more than three classes in one day.

6. Capacity limits for the listed classes are permitted as follows:

50cc class: up to 50cc 2 stroke/0 - 73cc 4 stroke
65cc class: 60cc - 65cc 2 stroke/0 - 80cc 4 stroke
85cc class: 85cc-112cc 2 stroke/100cc - 150cc 4 stroke (see "Class Structures" for displacement for age)
250cc class 100cc - 153cc 2 stroke/100cc - 250cc 4 stroke
450cc class 154cc – 285cc 2-stroke/251cc - 450cc 4 stroke
Open class 100cc - 550cc 2 stroke/100cc - 650cc 4 stroke

1C. Rider Grading / Advancement:

1. When riders earn the required points to move up from "Junior to Int", or " Int to Pro" the advancement is not necessarily permanent. If the rider does not compete for a minimum of two years or is completely non-competitive in the higher class he may request in writing to CMX Racing to return to the lower class. The request will be decided by CMX Racing and only allowed if the rider returning is not going to dominate. If he were to dominate then he would be re-advanced to the higher class.

2. Advancement from Beginner to Junior is permanent and may not be changed.

3. Riders competing in more than one class will have advancement points combined for all classes. Advancement points will not be awarded in the Youth, Plus 30 "A" or Plus 40 class.

4. Full advancement points are awarded in classes of six or more riders. In classes of less than six riders, the winner will receive 2 points and second place will receive 1 point only.

5. Advancement points: 1st overall 4 points
2nd overall 3 points
3rd overall 2 points
4th overall 1 point

6. To proceed from 65cc "B" to 65cc "A", **18 advancement** points are required.
To proceed from "Beginner to Junior", **36 advancement** points are required.
To proceed from "Jumior to Intermediate", **36 advancement** points are required.
To proceed from "Int" to "Pro", **48 advancement** points are required.
To proceed from "Plus 30 B" to "Plus 30 A", **36 advancement** points are required.

If a rider obtains the required advancement points past the half-way point within a point series, they will be allowed to continue in their class until the end of that series.

7. The CMX Racing representative of any sanctioned event has the authority to upgrade individual riders according to their ability as determined by the opinion of the Head Referee. The upgrade of the individual riders must first be approved by the CMX Race Director.

8. Points are awarded on a per moto basis. First place receives 25 points for first, 22 points for second, 20 points for third etc. (see schedule below). The rider accumulating the most points after both motos is the overall class winner. In cases of a tie the winner is decided by the rider with the better finishing position in the final moto. If a single main moto is required due to qualifying heats, points will be doubled based on finishing positions.
8A. Day pass riders will be scored for the days events, however they will not be scored for a series until **after** their third race,

9. Points per moto will be based on the following point schedule:

1st – 25 pts	5th – 16 pts	9th – 12 pts	13th – 8 pts	17th – 4 pts
2nd – 22 pts	6th – 15 pts	10th – 11 pts	14th – 7 pts	18th – 3 pts
3rd – 20 pts	7th – 14 pts	11th – 10 pts	15th – 6 pts	19th – 2 pts
4th – 18 pts	8th – 13 pts	12th – 9 pts	16th – 5 pts	20th – 1 pt

CHAPTER 2

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2A. Equipment Eligibility:

Special Note: CMX Racing does not inspect the machines in sanctioned events. Each participant is solely responsible for the condition of their machine and their competence to operate them.

1. Equipment used in CMX Racing sanctioned competition must meet the following standards, except as otherwise specifically provided for in this rulebook. 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 machine components will perform in competition with safety.

2. Engines - The engine must be from the approved model, and the manufacturer's crankcase, cylinder and cylinder head from the approved model must be used. The capacity of each engine cylinder is calculated by the geometric formula which gives the volume of a cylinder; the diameter is represented by the bore, and the height by the space swept by the piston from its highest to lowest point:

$$\textbf{Capacity} = \frac{D^2 \times 3.1416 \times C}{4} \quad \textbf{(Where D = bore and C = stroke)}$$

3. When a cylinder bore is not circular the cross sectional area must be determined by a suitable geometrical method or calculation, then multiplied by the stroke to determine capacity. The manufacturer's stroke may not be altered.

4. The frame with which a rider has qualified or rode in moto one may not be changed, though engines may be switched.

5. Gasoline – Engine fuel must consist of gasoline defined as petroleum based and must be commercially available, of 115 octanes or less. Pump gas is defined as gas available from commercial filling stations or trackside fuel vendors with their fuel available to all riders is allowed. 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. Transmission - All approved machines are to be fitted with the transmission as catalogued and sold by the manufacturer of the machine in question.

7. Brakes – Every machine is to have two fully operational brakes at the start of every moto during an event.

8. Frame –Titanium frames are not permitted. Strengthening gussets or tubes may be added, but none may be removed.

9. All side stands are to be removed before competition.

10. All footrests are to fold backward at a 45 degree angle. Foot pegs may be raised or lowered, but are not to be lower than the bottom frame tube.

11. Engine mount location, steering head, swing arm pivot point and rear suspension linkage points are to remain in the stock position.

12. Handlebars and Controls - Repaired, cracked or broken handlebars are prohibited. Handlebar mounts may be altered. Control levers are to have ball ends at least one-half inch in diameter. Riders may use any stock or aftermarket handlebars.

13. Forks - Forks are to be adequate in strength and size for the machine and its use. All after market forks are to be available to the general public. Steering dampers may be fitted in all types of competition.

14. Gas Tanks – The gas tank are to be mounted in a safe, workmanlike manner. Leaking gas tanks as well as temporary makeshift repairs are prohibited.

15. Fenders - Rear fenders are to extend at least to a vertical line drawn through the rear axle.

16. Exhaust Systems - The exhaust system (pipe and muffler) is to be attached securely together and to the frame. The discharge end of an exhaust system may not extend past the rear edge of the rear tire. Machines entered in all events shall have mufflers/silencers that do not exceed a maximum sound level of 102db, at ¼ throttle. With the microphone placed at 3 ft from the exhaust pipe at an angle of 45° measured from the centerline of the exhaust end and at the height of exhaust pipe, but at least 3ft above the ground. If this is not possible, the measurement can be taken at 45° upwards. Loss of a muffler/silencer or cracked exhaust pipe, during a moto will result in immediate disqualification.

17. Three number plates are required, and are to be mounted securely. All number plates must be clearly visible with minimum dimensions that are 9 inches high and 11 inches wide with all four corners rounded to allow block style numbers. Scoring protest will not be upheld from riders non compliant with the preceding. Result will be checked but posted results will stand.

18. Following are the required number/background color combinations:

CLASS NUMBERS	**BACKGROUND**
50cc (4 – 6)	Red on White
50cc (7 – 8)	Black on White
65cc A&B	Red on White
85cc (7 – 11)	Red on White
85cc (12 – 16)	Black on White
Ladies	White on Blue
Beginner/Junior	Red on White
Intermediate	Black on Yellow
Pro - 250cc	White on Black
Pro - 450cc	Black on White

19. A rider's primary class is the color combination that is to be run at all times.

20. Age classes are secondary classes and therefore have no set combinations. Example: Intermediate rider's primary class combination of black numbers on yellow background would also be run in an age class.

21. Paddle tires, (defined as one that has a knob with one continuous rib from one side of the tire to the other) are prohibited from all CMX Racing sanctioned events.

22. The following applies to the 50cc Pee Wee classes only: i) Single speed automatic only ii) Maximum wheel size 12" iii) Maximum wheel base 41" iv) Maximum overall length 55" (Overall length is the horizontal distance between two vertical lines at the extreme points of the machine.)

23. The following applies to the 60cc Pee Wee classes only: i) Minimum wheel size 10" ii) Maximum wheel size 14" iii) The maximum wheelbase for 60cc motorcycles cannot exceed the manufacturer's specifications by more than 1 ½".

24. The following applies to 80cc classes only: i) Maximum displacement 85cc (Stroking, sleeving and boring to obtain maximum displacement limits are allowed.) ii) The minimum wheelbase is 50 inches. iv) Maximum rear wheel size, 14 inches. Big Wheel minis may compete in the Mini GP class only.

2B. Equipment Inspections:

1. All participants are responsible for the condition of their machines and personal riding equipment. CMX Racing does not inspect or verify the condition of any equipment, machine, clothing or other riding gear or accessories used in CMX Racing sanctioned competition.

2. The referee may disqualify any rider whose machine does not conform to the equipment rules. He may inspect any machine or parts of machines entered in a CMX Racing sanctioned event. A machine that competes in any CMX Racing event could be subject to inspection due to an equipment protest, providing the written protest is handed in within 15 minutes of the end of the moto with a $200.00 fee. The fee is returned if protest is upheld and declined protests will have the fee passed to the protested rider.

3. A rider who refuses to allow his engine to be measured or his machine to be inspected is automatically disqualified from the event.

2C. Racing Apparel:

1. Helmets must be worn at all times, before, during and after, all competition. Helmets must be certified by the manufacturer to meet or exceed the Department of Transportation (DOT) FMVSS - 218.

2. Goggles must be worn at the start of every moto, including practice.

3. Protective pants constructed with a durable material must be worn at all times while competing.

4. Long sleeve jerseys are to be worn at all times. Short sleeve or sleeveless shirts are prohibited. Chest protectors are strongly recommended.

5. Boots must be worn in all motos. They must be of sufficient height, with laces, buckles or zippers, or specially designed and constructed for leg, foot and ankle protection.

6. Chest protectors and / or jerseys are used for rider identification. It is **highly recommended** that each rider has his racing number on either his jersey or chest protector. The jersey /chest protector and number should be of contrasting colors to enable lap scorers to record the rider's number. Numbers must be the riders' assigned CMX Racing number. **If we can't read your number YOU WILL NOT BE SCORED (ie: mud races)**

CHAPTER 3.

3A. Event rules:

1. Every club, association, promoter, rider and all other persons participating in or connected with any meet are bound by CMX Racing rules.

2. Under penalty of disqualification from the event, a rider may not use any machine other than the one on which he qualified or rode in the first moto. A rider may not qualify more than one machine for a class.

3. Two riders may use one machine, provided they are entered in different classes and have their official number and background combination. If the program has combined classes that cause conflicts, the riders may switch classes or request a refund.

4. The machine must meet the class requirement for engine size.

5. All classes need not be run in any given event. However, all classes that are to be run must be listed on any advance advertisements. If there are five or more entries for any class, that class must be run.

6. When classes are combined but scored separately the combined classes will be of similar riding ability. The total amount of riders in a combined class will not exceed 40.

7. At all events, riders, mechanics and spectators pay admission and all riders must also pay the entry fees associated with any classes entered.

8. At all CMX Racing sanctioned events there will be a qualified first aid attendant with the required first aid equipment. No practice or competition will commence unless a qualified attendant is present at the course.

9. The fee for any ambulance trips to the nearest hospital shall be the responsibility of the injured party.

10. All riders entered must attend the rider's meeting. The Head Referee may spot-check attendance. Any rider found not attending the meeting will be subject to a $25 fine to be paid prior to competition.

11. Riding of machines, other than on the racetrack or designated test area is prohibited unless arranged by the referee or promoter. Failure to comply could result in disqualification.

12. Any operation of a machine in the pits is to be in **1st gear at walking speed**. No machines are to be ridden until riders meeting is completed.

13. When a rider or mechanic is testing a machine in a designated test area, they are to wear a helmet and be dressed in protective clothing (pants, shirt, shoes).

14. Pets are not allowed on the track, or other restricted areas. Pets must be leashed at all times

15. Before leaving a race facility, it is the responsibility of riders/teams to clean up their pit area, deposit all of their waste items in appropriate containers such as trash bins and waste oil barrels. Should containers not be available on-site, riders/teams must transport such items from the facility for proper disposal.

16. Any rider / mechanic caught depositing waste oil onto the ground will have his/her license suspended. If the Ministry of Environment is involved in the clean all costs will be the responsibility of the rider / mechanic.

3B. Race rules:

1. No one except riders officially entered may ride or practice on any portion of the course the day of the event.

2. The machine that is brought to the starting line for the first qualifier or moto is considered the qualified machine for that event in that class. For all subsequent motos the same machine must be used. Use of another machine will result in disqualification.

3. Any race stopped with less than half of the specified laps or time completed will require a complete restart. If a race was stopped because of an injured rider, the rider causing the stoppage is not permitted to restart the race. Riders that are a lap down at the time of the red flag will be scored a lap down at the completion of the restarted race. Riders who are not present at the starting gate for the original start of a race, will be excluded from any subsequent restarts. The running time of the restarted race will be the total scheduled time less the time prior to the red flag.

4. If, in the referee's opinion, it is necessary to stop an event, providing 50 percent of the total distance has been covered, the race will be considered complete. Riders will be scored according to their position on the lap preceding the red flag lap. If an injured rider caused the red flag then he would be considered to have not finished and will receive no points.

5. For the safety of the rider and all other competitors, any on-track accident resulting in an apparent concussion (head injury, including temporary unconsciousness, headache, dizziness, nausea, or temporary memory loss) will be excluded from further competition for the remainder of the event.

6. For the safety of the rider and all other competitors, all head injury cases require riders to seek medical approval to return to competition.

7. Under no circumstances may anyone ride or push his machine in the wrong direction on the track.

8. A rider whose machine is disabled before reaching the finish line may, under his own physical power, push or carry his machine the remainder of that lap across the finish line to receive the checkered flag. **To be considered a finisher, riders are to complete a minimum of half the laps of the winning rider (rounded to the nearest full lap, ex. Winner – 9 laps, finisher – 5 laps).**

9. If a rider stops for any reason during an event, he is to restart without any outside assistance, with the exception of 50cc & 65cc "B" competitors. However, if a rider falls, blocking the course and endangering other riders, he may receive help or have his machine pushed off the course. No other assistance with the machine is allowed.

10. When a rider has fallen or has mechanical problems, if physically able, it is the rider's responsibility to the clear the track as quickly as possible.

11. A rider who leaves the course is to re-enter the race in a controlled manner in which there is no interference with any other riders and/or does not gain a track advantage, in any way. Failure to do so will result in the rider being penalized a minimum of five finishing positions. Either CMX Racing officials or flagmen at the location must substantiate all such claims.

12. Any competitor who intends to pull off the course is to signal his intentions and must never cut across the course in front of other competitors.

13. When entering or leaving the pits, a rider is to use the designated entrance and exit lanes. Failure to do so may result in disqualification.

14. If more than 40 riders are entered in a class then qualification motos will be used to reduce the field to the maximum of 40 riders. When qualifiers are used there will be one final moto, unless otherwise specified.

15. All riders are to start their qualifier in order to be eligible to advance to the last chance qualifier. If due to mechanical reasons the rider is unable to compete in his qualifier he must report to the track official prior to his scheduled race with legitimate reasoning, and he may be permitted to advance to the last chance qualifier.

16. A competitor who rides in a way that endangers officials, other riders or the public will be subject to immediate disqualification from the event by the referee. While it is understood that motorsports can have some physical contact it is the referee that makes the final decision in cases of intentional contact.

17. When the race leader receives the checkered flag, the race is considered complete. All riders who take the checkered flag are scored according to their position and number of laps completed as of the final lap. No rider will be allowed to make up lost laps after the checkered flag

18. The checkered flag is displayed to end a practice. All riders are to return immediately to the pit area. Practice starts are to take place during the allotted practice session only and with extreme caution.

19. In the case of any extreme conditions that prevent the completion of a full race program, overall results may be tabulated from one moto. Either CMX Racing officials or the event promoter will announce the intentions and only single moto points will be awarded to the finishers.

3C. Staging.

1. It is the rider's responsibility to have his machine in the staging area prior to the moto. A rider's machine is to be ready when called to the starting area, failing that the rider forfeits his pick and must take his position after the current rider to be staged has been called.

2. Riders will be called from the staging area to take their position on the starting line. A rider is to take his position on the line as assigned. Exchanging gate positions with other riders is not allowed.

3. No rider or machine is to proceed to the starting line before his or her number has been called.

4. The use of starting blocks is permitted.

5. When the starter pans the line a rider or mechanic may signal the starter of a problem a 2-minute delay will be granted, one per start. No tactics are to be used to increase the time allowance. Once the board goes up no further delay will be allowed.

6. The finishing order of riders in qualifying motos determines starting positions for main motos. The winner of each qualifier will have a choice of position, 2nd place finishers next, 3rd next and so on (1-1, 2-2, 3-3, etc).

7. Riders qualifying from the consolation motos will go to the starting line (after all other qualified riders) according to finish position in their consolation moto.

8. In all subsequent motos, the riders will choose positions according to finish position from previous motos. In the event results are not available, the second moto will be staged as per the staging of the first moto.

3D. Flags.

1. Riders are to obey all flag signals. A rider who disregards any flag / signal will be penalized up to and including disqualification.

2. Flag men will be placed at all blind areas and areas of danger.

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

Yellow -- Caution. When a yellow flag is displayed, competitors are to ride with caution from the point the caution flag is displayed until they have passed the incident that caused the flag. No passing or jumping is allowed on a yellow flag. Non compliance could result in a 5-position penalty or disqualification from the event, at the discretion of the referee.

White With Red Cross – Ambulance. Safety vehicles or emergency personnel are on the course. Exercise **extreme** caution, until you are past the accident. Absolutely no passing or any jumping is allowed. Non compliance will result in a 5-10 position penalty or disqualification from the event at the discretion of the referee. Contact with ambulance personnel will result in immediate disqualification and a review for possible suspension from future events.

Black – Rider is to report to the Referee at once. Disqualification of the rider is a possibility.

Red – Stop racing immediately and return slowly to the start area for further instructions.

Blue and Blue with Diagonal White Stripe – You are being lapped, hold your line do not race the rider behind, do not weave trying to get out of the way, let the rider by.

Crossed flags - Halfway point of race.

White –Starting the last lap.

Black and White, Checkered – Race is finished, return to the pit area.

3E. Scoring.

1. A CMX Racing approved scoring system will be used. Each rider is entitled to examine his scoring.

2. Any protests of the provisional scoring are to be in writing and handed to the tabulation area within a 30-minute protest period.

3. Results are declared final if no rider requested protests are received in writing within 30 minutes of posting.

4. Protested results that require new results are to also have a 30-minute protest time.

3F. Starts.

1. Every start must have a minimum of 3.5 ft for every rider. 140ft is required for 40 riders on a start.

2. At the point where the start straight joins the race track the minimum width is 25 feet.

3. Starting straights are to be a minimum of 150 feet in length prior to joining the racetrack.

4. Staring devices can be a rubber band, a mechanical backward or forward falling gate, flags or when facilities permit and with the referee's approval, electronically controlled starting lights.

5. Should rider(s) jump the start, the referee at his discretion may red flag the race or penalize the rider(s) five positions.

6. Riders are prohibited from selecting a gate pick with an obvious missing/defective gate.

7. Only CMX Racing officials are to be in front of the starting line. No grooming is permitted in front of the line.

8. Grooming is allowed behind the gate providing that no shovels, tools, brooms, other implements or agents are used.

9. Watering of the starting line by riders or crews is prohibited.

10. If a concrete starting pad is used, only the event organizers are permitted to clean or clear the starting pad in front of and behind the starting gate. All outside tools of any description, rags, towels, or any drying/cleaning device, etc. are prohibited. A rider is to use his boot only. Any infraction may result in penalties up to disqualification from the moto.

11. When all riders are positioned at the starting line, the Referee will commence with the starting procedure. If a rider starts in the wrong group of riders he will be scored last in that moto.

3G. ATV Rules.

ATV Classifications:

Mini ATV Tyke:- Max. 51cc air cooled "Stock"
- Max. 8 years of age

Mini ATV Peewee: - Max. 91cc air cooled "Stock"
- Max. 12 years of age

Mini ATV Open: - Max. 110cc 2-stroke, 125cc 4-stroke
- Air or liquid cooled
- Max. 14 years of age

ATV Sportsman: - Up to 250cc 2-stroke, air-cooled/300cc 4-stroke air or liquid cooled, automatic, semiautomatic, manual 2WD or 4WD, no Mini ATV's.
- Max. 16 years of age

ATV Junior: - Open displacement
- Minimum 14 years of age

ATV Intermediate: - Open displacement
- Minimum 14 years of age

ATV Pro: - Open displacement
- Minimum 14 years of age

1. A functioning tether cord is mandatory for all ATV's.

2. Suitable OEM floorboards or side bards, known as Nerf Bars, are required either above or below the bottom frame rail. They must be of a closed loop design and not extend beyond a point of widest dimension of the vehicle when measure with a straight edge touching the front and rear tires. The bars should be covered with a material so as to prevent riders feet from going below the bars. Webbing or plastic mesh are accepted materials. No sharp protruding or open tubing ends are allowed. The bars should be securely mounted (welded or bolted) to the frame.

3. In all "Stock" classes, the engine must be from the approved model, and the manufacturer's crankcase, cylinder and cylinder head from the approved model must be used.

4. In all "Stock" classes, all approved ATV's must be fitted with a power-train as catalogued and sold by the manufacturer of the ATV in question.

5. A "Stock" ATV has unaltered OEM factory:

Exhaust Pipe
Cylinder / bore / stroke
Carburetor / carburetor bore
Frame (gusseting is allowed)

6. For all Mini and Sportsman classes the ATV must be equipped with the manufacturer's frame and engine cases of the approved model.

7. All Mini Open ATV's must be equipped with the manufacturer's frame and engine cases of the approved model. All other modifications permitted. Engine displacement must remain under 110cc.

8. Mini ATV participants are permitted to compete in more than one class provided they are within the rules and requirement for that class.

9. To proceed from ATV Junior to ATV Intermediate, 36 advancement points are required. To proceed from ATV Intermediate to ATV Pro, 36 advancement points are required.

10. There must be one forward facing, centrally located number plate at the front of the machine and one rear facing number plate. All number plates must not angle backwards more than 45 degrees from the vertical.

11. ATV number/background color combinations:

CLASS NUMBERS BACKGROUND
Mini Tykes - Black on White
Mini Peewee - Black on White
ATV Sportsman - Red on White
ATV Junior - Red on White
ATV Intermediate - Black on Yellow
ATV Pro - Black on White
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CHAPTER 4

Offences and Penalties

The following outlines actions which are deemed to be detrimental to the sport and which may result in a range of disciplinary actions. Unless otherwise specifically provided for in these rules, the Referee has the authority to disqualify any rider, mechanic or crewmember from the balance of a race meet for violation of these rules, insubordination or other actions deemed at the sole discretion of the Referee to be detrimental to CMX Racing and the sport. Such disqualification includes the loss of any rights with regard to the event in question. The Referee is empowered to recommend to CMX Racing that a party or parties be fined up to $1,000 and suspended from participation in CMX Racing sanctioned activities for as long as CMX Racing deems necessary.

4A. Offences

1. Falsifying one's age or ability in order to compete in the wrong class.

2. Giving, or accepting, directly or indirectly, bribes in any form to or from any person in an attempt to circumvent any CMX Racing rule or procedure to gain an unfair advantage.

3. Refusing to provide a factual statement regarding an item under appeal when requested by CMX Racing.

4. Interfering in any way with CMX Racing protest and appeal procedures in order to influence the outcome

5. Engaging in any unfair practice, misbehavior or action detrimental to the sport of motorcycling in general, whether or not related to a specific competition. This also pertains to mechanics and all pit crewmembers, which are the responsibility of the rider for the duration of the event (defined as the time of arrival to time of departure from the site).

6. An attack (physical or verbal) on a CMX Racing official. Engaging in a fight, including any person who attacks or is involved in a confrontation anywhere on the premises prior to, during, or after a CMX Racing sanctioned race. There will be no maximum fine or suspension period for this offense.

7. Refusal to submit a machine for inspection. Any rider refusing to immediately surrender his or her machine to the Referee or his designee upon demand, or refusing to allow examination or measurement of a machine's components will be in violation of these rules.

8. Failure to re-enter the track at a point as close as practical to the point at which the rider left the track; and in doing so gaining an unfair advantage.

9. Receiving any form of prohibited outside assistance, except as provided for in these rules.

10. Failing to immediately respond to a black flag or other signals from CMX Racing officials. Determination of offenses will be at the sole discretion of the event Referee.

11. Failure to attend rider's meeting.

12. Riding at any time against the normal direction of travel.

13. Riding at any time in such a manner as to endanger the life or limb of other riders, officials or the public.

14. Any act or actions deemed by an event Referee or CMX Racing to be detrimental to the sport and CMX Racing .

15. An equipment violation that could potentially or effectively enhance the performance of a machine used in competition.

4B. Penalties

At the discretion of the Referee, and/or CMX Racing , the following options are available.

1. Move a rider back five positions.

2. Moto disqualification resulting in total or partial loss of points and/or prize money.

3. Class/event disqualification - indefinite suspension plus a fine up to $1,000 with total or partial loss of points and/or prize money.

4. Series/season disqualification - indefinite suspension plus fine up to $5,000.

5. Repeat offender(s) will be subject further disciplinary penalization.

CHAPTER 5

Protests and Appeals

5A. Protests
All protests must be made in writing, with the appropriate fees. (Where applicable.) Fees will be refunded if protest is upheld. When a protest is not upheld with regard to machine legality, all fees will be given to the owner of the machine.

1. Provided they are directly involved any entrant may protest a decision of the Referee regarding matters connected with the running of the event.

2. Infractions personally observed by the Referee or CMX Racing officials are not subject to protest. (i.e. false starts, course cutting, dangerous riding, inappropriate entry to or from the course, etc).

3. Scoring protests within 30 minutes of the posting of the race in question (no fee necessary) to the tabulation or scoring area.

4. Rule infractions - within 30 minutes of the completion of the race in question. Including the required fee.

5. Machine legality–up to 15 minutes following the completion of a moto with the required fee.

5B Appeals:

Only the rider who filed a protest or the rider protested against may file an appeal on any of the following: The presentation of evidence by video image must be treated with caution. Video images are influenced by choice of lenses and by angle distortions, the effect of which is difficult to evaluate without expert help. An appeal may be lodged to challenge fines, suspensions and technical disqualifications levied by Referees and/or CMX Racing.

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1. Decisions of the referee on protests.

2. All appeals must be made in writing, accompanied by a $50 fee and filed with CMX Racing within 7 days of the decision.

3. CMX Racing and the referee will hear the appeal and decisions are to be rendered within 30 days.

4. Items that may not be appealed:

a) Disqualifications (procedural).
b) Protestable items for which no protest was lodged.
c) Decisions of CMX Racing officials with respect to the interpretation of the CMX Racing rules as they pertain to race \ procedures. Such decisions include, but are not limited to, assignment of starting positions; the start of the race; the control of the machine; the decision to delay, stop or shorten a race; the assessment of lap or time penalties; black flag, and disqualifications, whether from a single event or the entire race meet.
d) Decisions of the scorer for an event with respect to scoring or any recheck hereof by CMX Racing.
e) In general, appeals cannot be accepted related to matters for which no remedy is available. (For instance, no appeal will be heard if the only means of remedy would be to re-run an event).