

General rules of competition

The rules of competition are intended only as a guide for the conduct of the sport. The rules are directed or related to safety. Each participant in competition has the responsibility to assess the safety aspects of facilities and conditions. They must assume the risk of competition. The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. All participants are deemed to be in compliance with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

G-1 All riders, mechanics, pit crews, family, friends, and promoters are deemed to be fully aware of all of the rules and regulations of the Arkansas State Championship Series Promoters Groups and will be required to abide by them. Enforcement can be done by any official or track referees.

G-2 All facility locations are private property and privately operated, except on race dates. Use of the properties other than on race day is limited to the promoting organizations and their members. Trespassers, with or without motorcycles will be suspended from competition and prosecuted for trespassing.

G-3 Each and every adult participant must sign a release and waiver of liability and indemnity agreement form. Remember that motor vehicles, whether used in organized activity or on a casual basis can be dangerous.

G-4 If a race is cancelled on race day prior to practice, gate fees will be refunded and entry fees will be refunded or forwarded to the next race at that track.

G-5 All events are run rain or shine, except where conditions warrant otherwise.

G-6 No explosives or glass containers at any events.

G-7 Riding in the pits is allowed only, the following rules must be obeyed. All competition motorcycles must be in first gear and ridden only at walking speed from your pit area to the track and back for participation in your moto or practice. Only 2 riders per competition bike is allowed. Riders or mechanics must have their helmets securely attached. Pit riding is allowed only by adults 18+. This includes atv's and utv's.. The penalty for violation of this rule shall be loss of pit riding privileges. The second offense will be a loss of points, scoring or contingency, 3rd violation immediate suspension from the series. Note that it is the responsibility of the attendees to restrict traffic through the general spectator areas as well as the pits

G-8 All pets are the responsibility of their keepers or owners. All pets must be tied or restrained at all times, on reasonable length leashes so as not to harass or endanger the general public, mechanics, or riders. Any pets not properly controlled or creating problems shall be restricted from further events. Note, that at no time including the day before an event, are pets allowed out on the track or track areas, with or without leashes.

G-9 Profanity, unsportsmanlike or disrespectful actions on or off the track by riders or mechanics towards other riders, mechanics, spectators, track officials and/or series officials shall be subject to suspension. Physically attacking a series official or track official by a rider or a member of his family or crew will result in an indefinite suspension and charges filed.

G-10 Riders are responsible for all actions of their motorcycles, mechanics, and pit crews at all times.

G-11 Riders, mechanics, pit crews, and race officials may not during the day's events drink alcoholic beverages, use injectable drugs, or stimulants of any type. Penalty for this violation will be disqualification from all further participation for a period of one year

G-12 Riders and mechanics must enter and exit the track areas and pits in the designated entrance and exit lanes.

G-13 Authorized personnel only are allowed in the track area. Violators will be subject to disqualification for the day.

G-14 Smoking is not allowed in the staging areas, pit entrance and exits, on the starting line, and in the mechanics area.

G-15 Riding in the starting-line area is prohibited. Penalty is a backwards start.

G-16 In the event of starting-gate malfunctions, the Promoting Referee shall assign a flagman to "flag-start" all events..

G-17 Any rider leaving the course must re-enter at the same point or at the first point where he/she can safely re-enter, without interfering with other riders and without gaining an advantage. Penalty is loss of one (1) lap.

G-18 Starting Procedures and Regulations: The track Referee shall decide on the number of motorcycles to start in each race.

A. In all starts the Referee shall have the power to decide what is a fair start and shall instruct the starter to signal for

a restart when/as necessary.

B. Riders may not start more than two (2) feet behind the starting gate. Penalty is loss of one (1) lap.

C. Riders must be ready when their class is called.

D. Mechanics must leave the starting gate when the starting signal is displayed.

E. No one will be allowed in front of the starting line unless directed by an official. Penalty is a backwards start.

G-19 If a non-safety violation is issued the first offense will be a warning, the second offense will be a backwards start or loss of one lap, on the third offense the rider will be disqualified for that day.

G-20 If a safety violation is issued a rider will not be allowed to race unless the safety violation is corrected.

G0-21 Officials reserve the right to prevent anyone from competing in any event if the rider, motorcycle, or equipment does not comply with the general rules.

Event-entry procedures

E-1 Participants are solely responsible for their safety at sanctioned meets and should assess their own ability to negotiate each individual track or course.

E-2 No one except riders officially entered in any event may ride or practice on any racecourse the day of an event. Anyone participating without properly registering may be prosecuted as a trespasser.

E-3 Practice: There is only one practice group per sticker. Any rider found practicing in any other rider classification other than the one for which that rider is classified for will be blacked flag off the track. If it happens more than once, Penalty will be backwards start 1st moto.

E-4 Any rider competing during their disqualification or suspension periods shall be suspended for one additional year.

E-5 Riders or mechanics not paying proper admission fees or helping spectators, other riders or mechanics to avoid paying proper admission fees may be disqualified and or suspended from competition for up to 31 days 1st offense, 2nd offense 1 year.

Event entry forms

E-6 EVENT ENTRY CHECKS: **Make checks payable to the track which you are racing unless informed otherwise.** Put your Riding Number (No. 0-999) in the lower left-hand corner of all of your checks. All checks must be signed, entries received without payment or check, unsigned or post-dated, will not be accepted.

E-7 Entries received with improper fees or incomplete information may not be accepted. Third party checks will not be accepted.

E-8 Misrepresentation of age, name, rider classification, medical coverage and any other information to track owners, the individual promoters and or the event officials may result in a one year suspension for all involved.

E-9 Entry acceptance into a class does not make you legal for the class. It is the responsibility of the rider to enter the class in which he is legal to ride. The responsibility of meeting specifications is the riders. An entry will consist of a motorcycle and a rider.

E-10 Entry fees (Per Class, Per Day). You must send the correct entry fee with your entry. If you do not you will not be considered "entered" for that event.

E-11 Entry fees \$40.00 - Special events/classes - as advertised.

E-12 Entry fees are not refundable or transferable, including fees paid in advance by suspended or disqualified rider (see rule G-4). There is one exception to this rule. 1. If participants who doubt the competence of track officials or have concerns about the safety of the course or their own ability to negotiate the course should not participate and must request the return of their entry fee before practice begins.

E-13 Any checks that are returned unpaid, including "Stop-Payment checks", shall result in immediate suspension until proper payment, which includes a bank penalty (This varies by track) plus \$25 per check has been properly paid. Riders will be suspended immediately until checks are cleared.

E-14 The promoters do not provide medical coverage insurance, and medical coverage insurance is not available at the events.

E-15 Hospitalization insurance. All participants are responsible for all medical bills, doctor bills, ambulance fees and hospital bills that have been incurred as the result of participation at any event.

E-16 All parents or legal guardians must sign-in at each event with the riders 17 and under.

E-17 For all riders under 18 (eighteen), both rider and parent (or legal guardian with notarized written proof of

guardianship) must check-in at each event. The parent or legal guardian must remain at the event the entire time the rider is participating. No parent or legal guardian, no check-in, no ride.

Equipment Standards

ES-1 The Referee, the designated official and or the Competition Committee shall have the power to disqualify any motorcycle rider or mechanic who does not conform to the rules and may inspect any part of a motorcycle and/or riding equipment in competition at any event. Random tear downs are possible at anytime.

ES-2 The Referee (as authorized) may be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

ES-3 All classes are considered "Modified" unless otherwise stated.

ES-4 The Referee, designated official or the Competition Committee, are empowered to have motors measured in any event. Any rider refusing to allow their motor to be measured or to prepare their motor for measurement automatically disqualifies themselves and all their promotional and or championship points shall be suspended to the end of the racing year.

ES-6 Standard items may be replaced by accessories, so long as the accessory items are mounted and used in a safe and approved manner. This is to include such items as wheels, fenders handlebars, seats, gas tanks, brakes, etc.

ES-7 All motorcycles must be equipped with adequate and operating front and rear wheel brakes.

ES-8 Excessive leakage from gas tanks, fuel systems, or fittings, as well as temporary makeshift repairs is prohibited. Alterations to mounting brackets are permitted.

ES-9 All motorcycles are required to have 45-degree angle folding foot pegs.

ES-10 At the start of each practice, qualifier and moto all motorcycles must be equipped with approved mufflers and or silencers in proper operating condition subject to the approval of the referee, designated official and or the Competition Committee.

ES-11 Handlebars may not be broken, cracked or repaired. Handlebar mounts may be properly altered. Control levers must have ball ends (Min. 1/2 inch). Handlebar ends must be covered.

ES-12 All motorcycles must have an "engine stop button" in operating condition, mounted on the left-hand

handlebar.

Number Plates

NP-1 All motorcycles must have number plates, upright, clearly visible and legible when in a riding position and securely mounted, a front plate and one on each side. Fluorescent numbers and or backgrounds are not allowed. Fancy designs, outlines and or shading of numbers are not allowed. **If you do not properly display your number on your bike you may not be scored.**

NP-2 All three digit numbers on motorcycles min. four inches tall. 50cc and 65cc class only, three inch tall numbers. Numbers may not touch or overlap on number plates. Single or two digit numbers may be six or eight inches tall.

NP-3 A small 3" x will be put on a rider's number plate on the right side of the number in the event of duplicate numbers in the same class.

Competition Apparel

CA-1 The series and the track promoters do not endorse or guarantee specific manufacturers of products, and thus the rider must rely on his own judgment in the selection and usage of any helmet and apparel for durability and safety.

CA-2 Participants are solely responsible for the condition of their riding equipment and motor vehicles. Participants are solely responsible for their safety.

CA-3 All riding apparel must be properly worn and attached. Riders with any riding apparel deemed improper and or endangering to the rider's safety, shall be black-flagged. After making corrections the rider may be allowed to proceed.

CA-4 Riders with improperly strapped helmets shall be immediately disqualified. First offense, 31 days suspension, second offense, 6 months suspension.

CA-5 All helmets must: Be full coverage or full facial units, meet or exceed D.O.T. Federal standards No. 218 or current Snell foundation standards. Be constructed of fiberglass, carbon fiber or fiberglass/Kevlar. Helmets with cracks, broken straps, non-operable snaps, and other such defects are prohibited. No BMX helmets.

CA-6 All riders must wear appropriate goggles /face shield at the start of each practice session, qualifiers, heats,

and final motos.

CA-7 JERSEYS: Jerseys must be made of a material that will help protect a rider against cuts and bruises and be of a durable material. Wrist length sleeves (short or 3/4 sleeves are not permitted.)

CA-8 PANTS: Padded leather or padded nylon racing pants are required.

CA-9 Conventional motocross boots are required.

Motorcycle Classifications

MC-1 All motorcycles must be ridden in their proper displacement classes.

MC-2 Illegal engine displacement within any class shall result in forfeiture of all promotional and/or championship points, loss of contingency prizes, trophies, and rider suspension of up to one year from the date of the infraction.

MC-3 All motorcycles in the 250 (except Youth classes), 450 , and open classes must have the minimum wheel sizes of: front-20 inches, rear-18 inches. These wheel limits apply to all the big bike classes. .

85cc JR maximum 17 inches

85cc SR maximum 19 inches

65cc maximum 14 inches

50cc JR 6- maximum 10 inches

50cc SR 7+ pmaximum 12"

MC-4 Engine sizes are as per manufacturer's standard specifications.

50cc class-60cc "sleeve-ups" or "sleeve-downs" are not permitted.

65cc class - Sleeved-down 85cc's are not allowed. 50cc riders are permitted provided they meet the age requirement.

85cc class - All 2 stroke motorcycles must be a minimum of 65cc and a maximum of 85cc. Sleeved-down 100's and or 125cc's are not permitted. All 4 strokes must be a minimum of 75 to 150cc. Maximum wheelbase 51". Maximum wheel size for 7-11 age class not to exceed 17" with a minimum of not less than 11". 12-16 age class may run big wheels (19 & 16" wheels) **BUT MUST RETAIN 85CC DISPLACEMENT.**

Supermini - 80-112cc 2 stroke 75-150cc for 4 strokes. Maximum wheelbase 52".

250 class- all 2 cycle motorcycles must be 122cc - 265cc, all 4 strokes 250cc will be allowed. (Note minimum wheel size 20" front and 18" rear, except for the Youth class.)

450 class – all 2-strokes 125cc - 500cc, all 4-strokes 250cc - 550cc.

OPEN-CLASS - All 2 stroke motorcycles must be a minimum of 100cc's. All 4 stroke motorcycles must be a minimum of 200cc's.

Schoolboy class - All 2 stroke motorcycles must be 85cc - 167cc, all 4 stroke motorcycles must be 150cc - 250cc. Minimum wheel sizes 19" front, 16" rear.

MC 5 Random tear downs are possible at anytime.

MC-6 Riding a borrowed motorcycle is permissible. It is the rider's responsibility to notify the Competition Committee in writing when borrowing a motorcycle, prior to his moto. You may notify the referee at the line in emergency situations. Failure to notify an official of a change will result from rider disqualification from that moto.

MC 7 All 150cc motorcycles must meet the class wheel size requirements

MC-8 Vet's Classes (30+, 40+, and 50+). Any size motorcycle 86cc – open 2 and 4 stroke may be used.

When classes are combined, they are still separated for promotional and championship scoring

All ages for classes are as of January 1st

Championship Classes

1. Stacyc 5-
2. 50cc Age 6-
3. 50cc Age 7+
4. 50cc Open/E-50
5. PW/CRF50
6. 65cc Age 9-
7. 65cc Age 10+
8. 65cc Open
9. 65/85cc Beginner
10. 85cc Age 11-
11. 85cc Age 12+
12. 85cc Open
13. Supermini 85-112cc
14. Schoolboy (12-17)
15. Girls Age 13- 65cc-112cc
16. Women 14+125cc-250cc
17. 125-450cc Rookie
18. 250cc Amatuer (D)
19. 250cc Novice(C)
20. 250cc Intermediate(B)
21. 250cc Pro(A) \$
22. 450cc Amatuer(D)
23. 450cc Novice(C)
24. 450cc Intermediate(B)
25. 450cc Pro(A) \$
26. 125-450cc Open (C,D)
27. 125-450cc Outlaw (A,B) \$
28. 112-500cc 2 Stroke
29. VET 25+
30. VET 30+
31. VET 40+
32. VET 50+
33. VET 60+

GM-1 If a race is stopped and less than 50% has been run, the referee may

A. Run the remaining portion

B. Rerun the race.

If a race is stopped and more than 50% has been run, the referee may

A. Call the race completed.

B. Run the remaining portion.

GM-2 Starting positions for first motos shall be determined by a random computer pick. You must wait to line up until your name and number is called upon.

Rider Classifications

RC-1 If you ride at other events in classes that have purse money, then you must ride in the "Arkansas State Championship Series" at the "Pro" level. Likewise if you ride at non ASCS MX events eligible for "B" contingencies, you must ride at "B" or higher classes in the Arkansas State Championship Series. We consider "A" an expert, "B" is an amateur, and "C" is a novice.

RC-2 The class that you ride in is first determined by the size of the motorcycle you will be riding and then by your rider classification.

RC-3 If your rider classification changes within organizations or events other than the Arkansas State Championship Series during the season, it is the rider's responsibility to report this change in writing to the as soon as it occurs. Failure to do so may result in forfeiture of all championship points, loss and or forfeiture of all contingency prizes, return of all prizes won and suspension from competition. The length of the suspension will be at the discretion of the Competition Committee.

RC-4 Rider's classifications are assigned by your riding record, previous race results, classifications at other MX events, promotional points earned. Riders may not "decide" what class or classifications they "feel" like riding.

RC-5 You must ride in the highest rider classification that you have held or hold in any organization or events past or present. If you have not raced in a number of years and are unsure of your classification: Does the group or organizations in which you've been riding have different classifications from those listed? Or do you have questions about classifications? Then you need to communicate with the Competition Committee explaining your problems or questions. Pro/Expert Expert, Pro-Am., A, and such are "Pro" in the ASCS. An expert rider must be 16 years of age.

RC-6 Vet's Classes (30+, 40+, 50+) With the following exceptions, all rules, equipment standards and regulations

apply to the Vet classes, including pre-entry requirements.

1. Any size motorcycle 86cc – open 2 and 4 stroke may be used

RC-7. Rookie class is for riders who cannot clear every obstacle on the course, and have less than one year of riding experience. The rookie class will not qualify for championship points.

RC-8 Amateur class is for riders not ready for the novice class but have skills above a rookie level rider. More than one year of riding or racing experience is allowed, but this class is not designed for riders who can compete in the Novice or C class. Race promoter can bump a riders class if its is obviously necessary.

Scoring

S-1 When the race winner receives the checkered flag, the race will be considered completed on this lap. No rider will be allowed to make up lost laps after the checkered flag; however, the riders will be allowed 3 minutes to complete their final lap. Rider, and bike must pass over the finish line together. The three-minute time period is to begin when the checkered flag is first given to the lead rider. Under any circumstances the winner is the leader at the time the checkered flag is given. Final results will be confirmed through scoring.

S-2 Any rider not completing 75% of the race and not crossing the checkered flag during the allowed time will receive a DNF for the moto.

S-3 Gate positions for the 2nd Moto are based upon the 1st Moto results.

S-4 All promotional points, trophies and contingency awards will be awarded from the overall results when running the C Moto Format. The two moto finish placements are tallied for each rider; the rider with the lowest combined score is the overall winner. Ties are broken by the better finish in the second moto.

Special Scoring

SS-1 Start positions for 1st Moto/heat shall be generated by the Trackside scoring software.

SS-2 If there are too many riders in a class then qualifying heats may be run.

SS-3 Regardless of full class or short class, championship points are not reduced. Example of this is: If there are only three riders in a class 5 trophies obviously couldn't be awarded, but the full 1st place, 2nd place and so on championship points would be awarded (assuming that the completed finals/moto requirements are met)

SS-4 Scoring When Classes are combined:

1. When classes and or age divisions are combined, each class is scored separately. The number of promotional points, awards, and possible contingencies will be based upon the entries in each of the classes. All riders will receive promotional points, championship points and trophies for their position within their class.
2. When different rider classifications are combined, a separate start may be given, with the higher ranked riders starting first.
3. If there are less than 5 entries such entries may be combined with another class or the class canceled at the discretion of the promoter.

SS-6 If "Split" starts are used the higher classified and/or larger motor sizes will begin in the front row at the discretion of the referee.

Trophies

TR-1 Overall awards for the individual days racing will be awarded to the top 3 overall

TR-2 End of year awards for all amateur classes will be awarded to top 5 riders who attend 75% of the races.

Trophies, prizes and other awards: Must be picked up by the rider (or designated representative) on the day of the event. The promoter's and or track owners are not responsible for items unclaimed.

TR-3 Year end Championship Awards

At the end of the year a Championship awards program is run to recognize the top riders in each championship class for the series. This program will take place at the final round of the series after the Saturday practice.

Championship points

CP-1 A. Championship points are accumulated from all of the championship motos within each class throughout each series. The rider that has accumulated the most championship points in each series is declared the series champion. See Trophies section for information on awards.

B. A rider must participate in at least 75% of the races in a series to be eligible for year end awards.

CP-2 Ties for Series Championship points in all classes will be determined by the rider with the most overall first place finishes, then the most seconds overall, third overalls, etc. down to most tenth place overall finishes. If the tie still exists series winner will be determined by the best finish in the last scheduled Championship final/moto, not by an individual rider's last final/moto, but by the scheduled events. (event 8 takes precedence over event 7).

CP-3 If a championship class has less than 8 riders in it, then at the referee's discretion, the length of the moto may be reduced.

CP-4 Pro Classes will pay 100% to the top 33% on the day of race, an additional 100% match will go toward the pot in the Open Pro class at the Grand Championship race. This pot is considered a year end award and will require 75% of races attended.

CP-4 Championship points for all classes Standard motos points (C events)

1st 25 6th 15 11th 10 16th 5

2nd 22 7th 14 12th 9 17th 4

3rd 20 8th 13 13th 8 18th 3

4th 18 9th 12 14th 7 19th 2

5th 16 10th 11 15th 6 20th 1

In the event that the race cannot run a two moto format for your class(es) double championship points will be awarded.

CP-5 Championship points are awarded for each moto, these are combined for the daily totals.

Protests

P-1 Bike protest. Any rider competing in a class may make a protest to the referee regarding another rider's classification, motorcycle displacement, or any other items that are relative to his or her class. Each such protest must be made by filling out a Protest form and accompanied by a protest fee of \$150 for each protest. If a tear down of a motorcycle is required, a protest fee of \$150 is required for all reasonable expenses connected with the protest. All protests must be filed with the referee not later than 30 minutes after the conclusion of the class that is in question. In the event that the protest is upheld the rider that submitted the protest will receive his or her money back. If the protest is not upheld the money will go to the series end awards.

P-2 All decisions on protests will be made as soon as possible, but if it is not possible to decide the protest immediately the Referee may permit the rider and motorcycle to compete, under protest. Any points, trophies, and/or monies won will be withheld pending the decision of the protest.

P-3 Scoring Protest. Protest time: You have 30 minutes after the results are posted to file a protest. If you have a problem with the results, please go see the clerk of course immediately. It is your responsibility to check the results. Do not remove the posting Strips from the board, the clerk will have an exact copy. With the exception of the Youth classes, the rider must make the protest. For the Youth class, a parent or legal guardian may file the protest. Do not interfere with scoring to present your issue. Find a race official.

Official flags & signal boards

F-1 A #1 signal board at the beginning of each race indicates a moto is about to start. All mechanics must immediately leave the starting line when this board is displayed.

F-2 Black and white checkered flag: Signals the end of the race.

F-3 Red flag: The race is being stopped. Slow down safely and return to the starting line for instructions. No wheelies, hot-dogging or such, simply and cautiously proceed back to the starting line area.

F-4 Black flag: An individual rider is being flagged off the track (by the referee). All other riders are to Continue to race. The rider so flagged will be pointed to by the referee. Riders so flagged must on the next lap, stop for instructions.

F-5 Yellow Flag:: The flag is held by the corner flag personnel and indicates an accident in that area. Danger on the track. Proceed with caution, reduce speed and maintain position. No passing or jumping is allowed within the "Yellow" flag area(s). Failure to do so will result in rider disqualification for the moto. No passing/jumping in the flagged areas.

F-6 Crossed flags: (Given at the finish line only) Indicates that the race is at the halfway mark.

F-7 Refusal to obey official's flag(s) and or signals will result in the rider's disqualifications for the moto and subject to further penalties and disqualification's by the series.

Official results are forwarded to all of the contingency sponsors weekly.

Posted on the Website, social media. .

Printed, or posted and available at events, weekly.

It is the responsibility of each rider to check these boards and or the printed sheets on race day. Manufacturers will no longer make changes to results once they have been submitted for payment; therefore, it is no longer possible to make corrections, adjustments, revisions of results, bike types and such, except on the day of the event. Each rider is responsible to make all changes in writing to the promoters, on the day of the event. Failure to do so could result in your loss of contingencies.