



2026 Rules & Regulations

CHANGE LOG

In order to assist you with finding new changes to the rules, please use this log for a high-level update and then go to the specifics in the document

Date	Description	Made by
4/30/26	<ol style="list-style-type: none">Changes were made to the SS300 class rules to establish wheel size requirements.Several changes made to the Tech Inspection list specifically to call out safety wiring, catch cans, and sliders.	Rick Glover
5/22/26	<ol style="list-style-type: none">Added an "exception" to the Stock 125 Class Rules to allow for Grom owners to use Stock Exhausts from any model year. This is to address a safety issue with stock system dragging during race level lean angles.	Rick Glover
6/11/26	<ol style="list-style-type: none">Updated the Endurance race rules and violations	Rick Glover



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Rules and Regulations

MiniGP has created this document to allow current and new members to understand the basic rules, regulations, and guidelines at any MiniGP event. The MiniGP rules are written in good faith with the intention of covering the most important guidelines and MiniGP principles. MiniGP officials will have the final say on any situation that may arise at any event.

Race Classes and Protests

Refer to the official MiniGP Race Class Rules document for official race class rules. MiniGP offers a wide range of classes to ensure adequate opportunities for most types of motorcycles. Spec classes provide a list of the items that are allowed to be changed on the motorcycle with the intent of keeping everything else on the motorcycle in stock, OEM trim. All other Open classes typically follow Superbike rules, which means that unlimited modifications to both the engine and chassis are allowed within the motor CC limits defined for the class. Open class bikes must only comply with the maximum and even minimum allowable displacement and wheel size.

MiniGP or Third-Party Inspection company may inspect at any time resulting in possible tear down if infractions are suspected. At the time of the inspection, the rider will be asked if there is anything deemed illegal on the motorcycle. If answered yes, the rider will be disqualified for that race and will receive no points. If answered “no” and the inspection reveals the motorcycle to be illegal, the rider will be disqualified from that race and may receive up to an additional 3-race suspension depending on the severity of the infraction. There are no exceptions to this procedure.

A protest may only be filed against another rider competing in the same race class. The protestor files a formal **Protest Form** to the race director within 60 min. of the bikes race completion along with protest fee payment.

Right of protest:

- **Non-Youth Classes:** The **rider** directly affected by a decision taken during a meet under the authority of the SFLMINIGP
- **Youth Classes:** The **parent/guardian of the youth rider** directly affected by a decision taken during a meet under the authority of the SFLMINIGP
- A protest of class eligibility of a motorcycle entered should be made within 60 mins of the completion of that race
- No protest can be lodged against a statement of fact pronounced by the Race Director or SFLMINIGP official during the race

Protest Fee:

- For EXTERNAL Component Protest the fee is \$100 CASH and must be accompanied by this document
 - The external protest will occur on the spot once all protest components are in place
 - Should the protest be found to be LEGAL, the \$100 fee is given to the protestee
 - Should the protest be found to be ILLEGAL, the \$100 fee is returned to the protestor and the protestee will be DQ from the classes the infraction has occurred
- For INTERNAL Component Protest the fee is \$300 CASH and must be accompanied by this document
 - The internal protest will occur at the end of the main events where the motorcycle will remain with race direction and only used to race in the classes. Once Main events are completed the tear down will occur to allow the protestee to participate
 - Should the internal protest be found to be LEGAL. The \$300 fee is given to the protestee, and the protestor is responsible for 100% of the costs of rebuilding the engine
 - Should the internal protest be found to be ILLEGAL...the \$300 fee is given back to the protestor and the protestee will be DQ from the classes in which the infraction has occurred.



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Membership Fees

1. This membership can be obtained by registering online.
2. The membership will be valid for the current calendar year and ends on the 31st of December.
3. No reimbursements will be made for membership/entry fees for any reason during the calendar year. MiniGP has the right to invalidate any membership for any justifiable cause including but not limited to:
 - Rough riding or intent to cause injury to any other racer or spectator
 - Unsportsmanlike conduct
 - Disregard for any safety regulations or procedures
 - Obscene or obnoxious behavior
 - Suspension or membership termination due to illegal bike modifications
4. Pre-entry for each MiniGP race is always open prior to the event with the info available via the website. The racer is urged to fill-out the entry form and PayPal the money prior to the event. There is an option to pay at event where cash or credit cards are accepted. We appreciate you registering beforehand as we cannot register you for the event.
5. Entry fees are non-refundable. Should a rider have an unforeseen circumstance, which causes their inability to attend a pre-entered event, their fees may be forwarded as a credit for the next event (given the event is within 90 days of the missed event.) It is the responsibility of the racer to advise the Registration Director of the missed event in order to receive the credit.
****INCLEMENT WEATHER details will be announced during the cancelled event.**
6. Should a racer suffer an injury or mechanical failure, which results in their inability to compete, the following accommodations or credit may be issued at the discretion of Registration & the Race Director on a case-by-case basis.
 - If failure prevents any participation or should failure/injury occur during the first practice, up to 100% of fees may be credited towards the next round
 - Failure/injury any time after practice will not be applicable for any credit.

Youth Rider Bump-up Requirements

Minor riders must meet the following requirements:

- MiniGP Pro or GP110 (Youth Classes) promotion to non-youth classes
 - (3) podium finishes or (90) points in the current season. Not accumulative from previous seasons
 - 2 MiniGP coach endorsements
 - Age 10
 - Any child approved for adult classes must compete in Stock125 for (2) seasons once bumped in addition to any other classes they are running. This is MANDATORY
- GP190, SuperMini, Motard, GP Premier, SS300 promotion to a CCS License
 - 11 years old
 - (1) Full Season or (60) points
- A Rider may also race non-youth classes once they reach age 15 without above requirements.



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Race Start Procedure and Flags

Race Day

- There will be a rider's meeting prior to practice and qualifying. This meeting will address such things as length of the practice and qualifying sessions, possible safety hazards, the track's entrance and exit points (Pit Out and Pit In), and other general points of interest to ensure a safe and efficient event.
- An event schedule will be provided by the MiniGP staff at the beginning of the day's event. This schedule will be followed for practice, qualifying, and the main events.
- The first practice will start immediately following the rider's meeting.
- The qualifying sessions will immediately begin after the rider's meeting on Sunday Morning. Heat and Main Event grids will be based on the fastest lap times recorded during the qualifying session
- Lunch is not always possible and depends on how quickly the day is moving. We try to get a minimum 30 mins but sometimes due to uncontrollable situations the race day may go straight through without stoppage. There is a 1-hour lunch for Saturday Development days.
- The races will begin immediately after qualifying concludes. It is the job of the rider to be prepared for his race and know his/her grid position. If a rider does not know his/her grid Position, he or she can be sent to the back row at the Track Marshal's discretion.

Start Procedure

- All riders will enter the track at Pit Out and perform a partial warm-up lap by riding around the track to the starting grid.
- At the beginning of each main event, the Track Marshall will be located in front of the grid on the track. It is the rider's responsibility to know where his/her starting position is prior to the race.
- The Track Marshall will start with Row #1 and work his way towards the back of grid making sure that all riders are lined up correctly.
- If needed, the Track Marshall can wave all riders for a second warm-up lap. This is done if unforeseen events in the starting procedure are taking too long to prevent these high-performance engines from overheating.
- The Track Marshall can send a rider to the back of the grid at any time for not knowing his/her assigned grid position.
- When the Track Marshall has confirmed the grid is correct, he will begin the signal process to start the race.
- He will do this by walking towards the side of the track and climbing up onto the starting box.
- The Track Marshall will turn and look at the riders with the starting lights ON. The lights will remain on from 0 to 8 secs and once the LIGHT GO OFF...the race has begun.
- The race begins once the LIGHTS GO OFF
- The motorcycle cannot move forward at any time before the light is OFF. There are no rolling starts allowed. The bike cannot move forward until the lights are off.
- The Track Marshall and other trackside MiniGP officials will be responsible for calling false starts. A false start will get a "meatball flag" at which point you must give (2) positions back and continue racing
- In the event of a Red Flag, the race will be stopped, and the grid will be reset. The rider(s) responsible for the red flag will be allowed to restart the race, but they must do so from the back of the grid.
 - Red Flag within first lap - Full race restart using original grid positions
 - Red Flag after second lap - Race restart using last lap grid placement
 - Red Flag halfway from end of race - Race is complete.



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Flags

- **Green Flag:** The green flag will be used to start the race.
- **Yellow Flag:** The yellow flag will be used to warn riders of hazards on the track such as a down rider. There are two types of yellow flags: waving and standing.
 - Waving Yellow – Is when a yellow flag is waved by the Track Marshal or the Corner Marshals. This signals that a HAZARD is located in this area of the track. NO PASSING ALLOWED.
 - Standing Yellow – Is when the yellow flag is displayed to the riders by the Track Marshal or the Corner Marshals but not waved. This signals that a HAZARD exists somewhere on the track, but not at this portion. Normal race pace and passing is not allowed. If you pass under yellow, please return the position and continue racing.
 - **White Flag:** The white flag is a courtesy flag that signals one lap remains in the race.
- **Checkered Flag:** This flag is waved by the Track Marshal at the start/finish line to signal the end of the race.
- **Red Flag:** The red flag is displayed by the Track Marshal to signal that the race has been stopped due to a HAZARD on the track, i.e. Down rider or bike that cannot be moved or HAZARDOUS materials such as oil. All riders shall slowly reduce speed and hold up their left hand to signal to other riders their reduced pace. The riders shall then slowly circulate the remaining portion of the circuit and go to pit lane. They will be directed what to do from there. DO NOT STOP ON TRACK FOR A RED FLAG!
- **Black Flag:** The black flag will be waved at a rider to signal that a HAZARDOUS situation exists with their bike or that they have been penalized. The rider must go to pit road to have the problem repaired or serve the penalty.
- **Meatball Flag:** The meatball flag will be used to identify a rider that has rolled or jumped the start. The flag must be acknowledged within two laps and provide a 2-rider position. Should the flag not be witnessed, the rider will get a black flag and removed from the race.
- **Penalties:**
 - Should the racer fail to acknowledge the black flag, they will be issued a one-lap penalty at the conclusion of the race.
 - Should a jump start occur on a restart where only 1 or 2 laps remain in the event, the MiniGP officials may determine an appropriate time penalty in lieu of a black flag.
 - Continual disregard for starting procedures may result in additional penalties.

Race Officials

The below mentioned positions are MiniGP Officials. Those filling these positions at each event are representing MiniGP and their instructions must be followed when participating in any MiniGP event.

Race Director – The Race Director shall be in charge of overseeing all aspects of the event. This can include but is not limited to preliminary track preparation and event schedule. The Race Director makes the final verdict on all matters concerning the event including but not limited to registration, rider classification, current license status, protests or penalties, technical inspections, appeals, and disqualifications.

Track Marshall – The Track Marshall is responsible for maintaining a safe racetrack by observing all track incidents. It is the job of the Track Marshall to make sure all practice and qualification sessions run according to MiniGP protocol. The Track Marshall will be in charge of aligning the grid for each race, overseeing the starting procedure, and realigning the grid in case of a red flag restart. The Track Marshall will make rulings on all starting infractions such as false starts. Also, the Track Marshall will coordinate all the corner marshals and their activities.



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Chief Technical Inspector – The Chief Technical Inspector is responsible to ensure that all motorcycles meet the minimum safety requirements set forth by MiniGP in the Technical Requirements section. It will also be the Chief Technical Inspector's duty to make rulings on all technical protests.

Registration Director – The Registration Director shall handle all aspects of registration and dispersion of transponders (if being used). It is the job of the Registration Director to make sure all racers are registered for the appropriate class.

Chief of Timing and Scoring – The Chief of Timing and Scoring will be in charge of timing all qualifying sessions and provide the grid sheets. Also, the Chief of Timing and Scoring shall time and score all of the main events. No racer shall contact or discuss scoring issues with the Chief of Timing and Scoring without the prior approval of the Race Director.

Corner Marshals – The Corner Marshals are in charge of flagging their assigned portion of the track. They are under the guidance and directions of the Track Marshal.

Points

Points will be awarded for each race based on rider finish in the main event only. Qualifying times will be used only to set the grid for the mains, no points will be awarded. The rider must start the main event to receive any points. Points will be given for each position as follows:

- 1st Place: 25 points
- 2nd Place: 20 points
- 3rd Place: 16 points
- 4th Place: 13 points
- 5th Place: 11 points
- 6th Place: 9 points
- 7th Place: 7 points
- 8th Place and below: 3 points

The points will be kept and totaled to determine a class champion at the end of the season. Rider must participate in a minimum of three races per season in any given class to qualify for a championship for that class. For a class to have a championship, there must be a minimum of 3 riders participating for more than 3 races.

FIM MotoMini Championship and MotoAmerica MiniCup Qualifiers: Some SFLMiniGP Championship rounds will also share the stage for these national series. During these rounds, individual race points scored will apply equally to each series. *e.g. During an FIM MotoMini round, a 25 point first-place finish from a single race will count towards both the SFLMiniGP Championship and the FIM Championship.*

Safety Equipment Requirements

- Full leathers with armor are highly recommended for all classes. A minimum of Kevlar race suits (1 piece or zip together). Motocross gear is NOT ACCEPTABLE. All children under the age of 15 yrs old are required to wear a full back protector under their racing apparel and a chest protector is highly recommended.
- SNELL and DOT approved full-face helmet ONLY. No Motocross or open face helmets allowed.
- Helmet face shields must remain closed when on the track...even if wearing glasses. No sunglasses allowed.
- Approved full fingered leather or Kevlar gloves in good condition, with no holes or other openings except for breathing holes.



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- Road racing boots, motocross boots or leather boots that cover the rider's ankles are required.

Pit Area, Race Safety, and Code of Conduct

- All Pits are considered “Cold Pits.” Operation of motorized vehicles in the pits is limited. Electric bikes, scooters, team pit bikes are permitted. Slow speeds only. If you are riding faster than you can walk, you are going too fast.
- Track walks on a cold track are typically permitted unless otherwise stated. Pedal bikes, electric bikes and small scooters are also permitted. Team pit bikes or race bikes are not permitted. If you are riding faster than you can walk, you are going too fast.
- There will be no alcoholic beverages allowed while bikes are on the track. This is not restricted to just the rider, but to all who attend any event. If someone is caught with an open alcoholic beverage during event hours, that individual and everyone that he/she is with will be asked to leave the event. The use of illegal drugs or substances is strictly prohibited. Any participant found under the influence will be immediately disqualified and banned from future events.
- It is the rider’s responsibility to understand all the rules such as track entrance and exit points.
- Rough riding will not be tolerated at any time. Please keep in mind that we are racing for fun not our lives. Rough riding can be penalized by the MiniGP officials at their discretion by any means based on their perceived severity of the incident. (e.g., Docking Points and/or Positions, Suspension, Banning, etc.)
- In the event of a crash, the rider shall try to remove himself and his motorcycle from the track if possible.
- All riders will be responsible for their crew, which includes all family and friends.
- No electronic 2-way communication devices allowed to be worn on track at any time. If you are caught using such device, you may be asked to leave.
- No parent shall run onto the track at any time. If your child falls, please wait until the track has been cleared and, when it is safe to do so, an SFLMiniGP official will escort you to your downed rider.
- Do not interfere with the care the medical staff provides to an injured rider.
- No loud cursing or obnoxious behavior will be allowed at any time during a MiniGP event. This is a family sport and SFLMiniGP strives to provide a family atmosphere.
- Threats or Acts of Violence: Engaging in threats or acts of violence, whether verbal or physical, is strictly prohibited. This includes any behavior that intimidates, harasses, or endangers the safety of others. Such actions will result in severe penalties, including removal from an event, suspension and/or possible permanent disqualification from future events.
- Respect for Officials and Participants: All participants must show respect to MiniGP officials, fellow riders, and spectators. Any form of disrespect, including verbal abuse or inappropriate gestures, will not be tolerated.
- Conflict Resolution: Any disputes or conflicts should be resolved through proper channels. Participants should avoid confrontations and seek assistance from SFLMiniGP officials if needed.
- Social Media Conduct: Participants should maintain a positive and respectful presence on social media. Any posts that are deemed harmful or inappropriate to SFLMiniGP may result in penalties.
- SFLMiniGP events are inclusive and welcoming to all. Discrimination based on race, gender, religion, or any other characteristic is never tolerated.



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Endurance Races

4 Hour Endurance

The 4-Hour Team Endurance Races typically consists of 2 to 4 Rider teams in 4-Hour Races. A single rider Ironman team is permitted. Depending on the event and venue, practice sessions may or may not be offered. Details will be provided on a per event basis. It is a team effort so team up with your family and friends for a wonderful day of riding. Your Team may participate any of the Endurance Race Classes.

- Race classes: Stock 125, F1, F2, and MonkeyBike (See Race Class rules.)
- A Team is defined as 1-4 riders with 1-2 class and team dedicated motorcycles.
- A Team can use two bikes max. Each bike must be eligible for the same class and only one bike is on track at a time.
 - E.g. A team has two Stock 125 Bikes like a Stock Grom and a Stock Z125. Rider #1 goes out at the start on Bike #1. After their first stint, Rider #1 will pit and tag (High Five/Fist Bump) Rider #2 who goes out on Bike #2.
- Transponder Numbers can only be associated to a single team.
- A Rider may ride for more than 1 team so long as none of the teams exceed 4 riders total during the race. i.e You cannot have 5 or more riders and you cannot substitute one rider for another if it puts your team over the 4 rider limit during the event.
- Mandatory Racers Meeting on Hot Pit prior to the race start. No Meeting = No Racing

1 Hour Kids Endurance

The 1-Hour Kid's Endurance Race typically consists of a single. Depending on the event and venue practice sessions may or may not be offered. Details will be provided on a per event basis. Since this is a kid's race, they do not run the full 1 hr without a break.

- Race classes: Spec 50 and Spec 110 (See Race Class rules.)
- The organization will announce if other race classes will be added to the event.
- Mandatory Racers Meeting on Hot Pit prior to the race start. If you miss the rider's meeting, you will not be allowed on track. This meeting is for everyone's safety!
- The checkered flag is flown after 15 mins for the kids to take a quick break and hydrate.

Endurance Rules Violations

- **Pit lane Speed:** Pit Lane speeds are 1st gear roll (approx. 5mph) If you can run faster than your riding, you're going too fast. (Penalty = 2 Laps)
- **Pit Lane Passing:** No passing on Pit Lane. Single file only, regardless of how fast the bike is going in front of you. (Penalty = 3 Laps)
- **Failing to pit in at a mid-race checkered, red, or black flag:** All racers must pit in if the Checker, Red, or Black flag is flown. It is your responsibility to pay attention to the race and all flagging stations. You must cross the Start/Finish in order to receive the checkered flag and pit in. (Penalty = 2 Laps + 1 lap for each additional time the flag was ignored)
- **Cutting the Track:** No cutting the track or cutting the curbing for any reason, especially to make a pass. (Penalty = 5 Laps)
- **Fueling:** Rider must be off the bike and bike must be off. Refueling not permitted in a designated staging lane, pit in, and/or pit out area. (Penalty = 10 Laps)
- **Transponder:** In the event of a crash rendering the motorcycle unrideable the transponder and motorcycle must make it back to pit lane without crossing the track surface for the team to continue the race on their second motorcycle. If the motorcycle is unmovable, special considerations will be made. No tossing of the transponder across track.



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Technical Requirements and Inspection

All race motorcycles must pass technical inspection prior to participating in any MiniGP event. Motorcycles need only be inspected once per event. The exception to this is motorcycles that have been black flagged for mechanical reasons or have been involved in a crash. A Tech Sticker will be placed on the front number plate of all bikes passing Tech. No motorcycle will be allowed on the track during an event without a Tech Sticker.

The Chief Technical Inspector may at his/her discretion allow a "temporary fix" for non-safety related problems for a particular race weekend. The following items will be checked during tech inspection. These items are safety related and pertain to all bikes in all classes. Technical inspection items cannot be protested. Tech is not Spec. Violations can be brought to the organization's attention, and the violator will be black flagged at the sole discretion of race direction.

PLEASE READ:

The SFLMiniGP Race Class rules are defined below. You are responsible for knowing and understanding these rules. Ignorance of the rules is not an acceptable excuse. Please reach out to SFLMiniGP if you have any questions at all about specific details, unclear guidance, or if you feel something is not covered for a given class. **SFLMiniGP decisions on race day are final.**

Motorcycle Style Definitions

Dirtbike Style

These bikes are the foundation of MiniGP Racing. Inexpensive, easy to maintain, and durable. These machines start out as dirtbikes and can be set up to race with very little modification. Throw on some street tires and a few other small changes and you are ready to race.

GP Style

Bikes like the NSR 50, Metrakit, and Ohvale give the rider the feel of a more modern racebike in a small package that is well suited for the small tracks. These bikes are most typically "not street legal," and were designed and built with racing in mind and often homologated specifically for racing.

Street Style

There has been a recent movement to a "small bike" culture in the sportbike world. Like the KTM 390 or CBR250, these bikes provide fun on the street in a little package. While these bikes may be featured in a professional racing series, they are built and sold with the street rider in mind.

Technical Inspection List:



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- REQUIRED** - Oil drain plug and fill cap safety wired. Oil Filter cover bolts safety wired. Note: High temp caulk like Permatex RTV is acceptable if you are unable to safety wire a given bolt.
- REQUIRED** - Sliders: At a minimum, the following are needed: Peg sliders and Handlebar end guards (hand guards or bar ends). Axle sliders should be installed if there is an option available. (e.g. Some front axles do not have a viable slider option. Guidance -- The metals parts on your bike that can potentially hit the ground need to be protected. We cannot risk losing access to tracks due to poor tech inspections and poor bike prep. If you lay your bike over on its side and something metallic is touching the ground, it needs to be protected. **WARNING:** Should it be observed by any of the track officials, flaggers, or staff that there are hard parts dragging from your race bike, you will be black flagged.
- REQUIRED** - Oil and Fuel Catch Cans: Applies to all carbureted motorcycles. For most fuel injected bikes, this is not a requirement. This can be a combined catch tank for all fluids or separate systems. Your container should be able to withstand a substantial impact, be of quality material, large enough to contain all contents in the event of a crash. All hoses should be in good condition and terminate in the catch can(s). One way breather vents on the gas cap are acceptable.
- REQUIRED** - Remove turn signals, glass headlights and mirrors. No glass should be on your bike while on the track
- REQUIRED** - Headlights and taillights taped or removed – Lights are not to be visible while on track. Unplugging them is acceptable and recommended. Remove taillight brackets that protrude and could be a safety hazard to other riders during a crash.
- HIGHLY RECOMMENDED** - Front Brake caliper bolts safety wired
- Master link clip safety wired or secured with Permatex, etc.
- Numbers on front (Minimum 5")
- Numbers on sides (Min 3")
- Throttle must return freely
- Working engine kill switch
- Levers must have ball ends unless protected by hand guards
- Working front brakes
- Tires and rims in good condition
- Exhaust pipe securely mounted
- NO ANTI-FREEZE -- Water wetter, Engine Ice, or Liquid Performance only.
- No sharp edges that would be hazardous to your fellow competitors or yourself
- NO KNOBBIES! Only road tread tires are acceptable. Exception: PW50/Small Electric youth bikes **with Tech Approval/Org approval**. *If you are not a little 4 or 5 year old on a tiny bike then you must have road tires*

Any motorcycle not meeting these Technical Requirements will not be permitted on track. Please make sure you understand all requirements prior to the event. Direct any Technical questions as needed at any time. Prepare ahead of time. Please do not expect the necessary items or required service to be available at the track.



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YOUTH RACING CLASS RULES

Unless ages requirements are specified, youth classes are for racers of ages 5-17 ranging from little-to-no track riding experience up to experienced youth racers. Should the rider be younger than 5, the only pre-requisite is that they can ride a bicycle proficiently without training wheels.

Spec50 - Youth Class

MOTORCYCLE SPECS:

- **Honda CRF 50 and Yamaha TTR 50**
 - Other smaller motorcycles may be permitted with prior approval from race Direction
- **PERMITTED CHANGES**
 - **CONTROLS:** Hand Controls, handlebars, and foot controls can be changed
 - **LOOKS:** Seat and plastic kit can be changed
 - **WHEELS:** Dirt Tires MUST be changed. No Dirt tires permitted. Aftermarket wheels are allowed but must maintain stock 10" size with OEM spec hubs.
 - **FUEL:** Only standard octane pump fuels are allowed (No oxygenated, leaded, or high-octane race fuels or fuel additives permitted). Stock Carb must be used but jetting may be changed.
 - **SUSPENSION:** OEM stock forks and OEM stock shock must be used. Stock Fork Internals may be changed. The rear shock's spring, fluid, and internals can be changed
 - **GEARING:** Front and Rear Sprocket may be changed
 - **BRAKES:** Brake pads/shoes are unrestricted
- **ADDITIONAL CLARIFICATION:** If it is not specifically called out above, you cannot change, modify, add or deviate from OEM parts and components.

DISCLAIMER: This is a spec class for SFLMINIGP races, however, **MotoAmerica Minicup** rules supersede SFLMiniGP during qualifying rounds for that championship.

Spec110 - Youth Class

MOTORCYCLE SPECS:

- **Honda CRF110, Kawasaki KLX110 or KLX110L, Suzuki DRZ110, Yamaha TTR110, Stock SSR110 and Yamaha TTR90 ONLY**
- **PERMITTED CHANGES:**
 - **CONTROLS:** Hand Controls, handlebars, and foot controls can be changed
 - **LOOKS:** Seat and plastic kit can be changed
 - **WHEELS:** Dirt Tires MUST be changed. No Dirt tires permitted. Aftermarket wheels are allowed but must maintain stock 12" size with OEM spec hubs.
 - **FUEL:** Only standard octane pump fuels are allowed (No oxygenated, leaded, or high-octane race fuels or fuel additives permitted). Stock Carb must be used but jetting may be changed.
 - **INTAKE:** Drop in Air Filter may be changed. Airbox cannot be removed or modified.
 - **SUSPENSION:** OEM stock forks and OEM stock shock must be used. Stock Fork Internals may be changed. The rear shock's spring, fluid, and internals can be changed
 - **GEARING:** Front and Rear Sprocket may be changed
 - **CLUTCH:** Aftermarket clutch disks/springs may be used



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- **BRAKES:** Brake pads/shoes are permitted. Brake lines may be changed
 - **ADDITIONAL CLARIFICATION:** If it is not specifically called out above, you cannot change, modify, add or deviate from OEM parts and components
- DISCLAIMER:** This is a spec class for SFLMINIGP races, however, **MotoAmerica Minicup** rules supersede SFLMiniGP during qualifying rounds for that championship.

GP110 - Youth Class

This class introduces the “GP Chassis” to the riders and prepares them for championships such as the Ohvale USA FIM Mini Cup and MotoAmerica MiniCup

MOTORCYCLE SPECS:

- **GP CHASSIS ONLY** (NSF, NSR, YSR, Ohvale, etc.)
- **NO DIRTBIKE CHASSIS**
- Up to 110cc Manual or Auto
- Up to 63cc 2 stroke

DISCLAIMER: This is an OPEN class for SFLMINIGP races, however, **MotoAmerica MiniCup** rules supersede SFLMiniGP during qualifying rounds for that championship.

FIM MotoMini 160 (FIM MotoMini Regulations Apply)

Ages 10 -14 (See specific FIM MotoMini Rules for more detailed age ranges)

MOTORCYCLE SPECS:

- **Ohvale 160 GP-0/GP-2**

This class will follow **FIM MotoMini 160** Rules for the entirety of the SFLMiniGP race season. Rules can be found on the “**Results/Rules/Docs**” page of the SFLMiniGP website.

FIM MotoMini 190 (FIM MotoMini Regulations Apply)

Ages 12-16 (See specific FIM MotoMini Rules for age ranges)

MOTORCYCLE SPECS:

- **Ohvale 190 GP-2**

This class will follow **FIM MotoMini 190** Rules for the entirety of the SFLMiniGP race season. Rules can be found on the “**Results/Rules/Docs**” page of the SFLMiniGP website.



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NON-YOUTH RACING CLASSES

Ages 14 and Up (under 14 requires coach endorsement)

Racers under 14 years old require coach and SFLMiniGP organizational approval. There are specific requirements for a racer under 14 to be promoted to non-youth classes. Please see the *Youth Rider Bump-Up Requirements* in this document for further details.

SPEC CLASSES:

These classes will have specific rules about what changes are allowed and what is not. The spec classes are designed to promote competition, fairness, and limit build costs as much as possible.

Stock 125 Lightweight | Stock 125 Heavyweight | 40+ Stock 125

RIDER REQUIREMENTS

- **Lightweight:** Rider Weighs in at Under 150lbs without suit. **Heavyweight:** Rider Weighs in at Over 150lbs without suit. Stock 125 Lightweight and Heavyweight classes qualify and race together with separate points and podiums awarded to each class.
- **40+ Stock 125:** Rider must turn 40 years old during the current race season and prior to the last race of the season. Proof of age required at Check-in (Driver's License/Photo ID). **Rider weight does not apply to the 40+ Class.**

MOTORCYCLE SPECS:

- Honda XR100, CRF100, CRF125L & MSX125 (Grom), Yamaha TTR125L, Suzuki DRZ125L, Kawasaki Z125 Pro
- **PERMITTED CHANGES:**
 - **CONTROLS:** Hand Controls, handlebars, and foot controls can be changed
 - **LOOKS:** Seat and plastic kit can be changed
 - **WHEELS:** Dirt Tires MUST be changed. No Dirt tires permitted. Dirtbike Rims can be changed to 16" only and must use OEM spec hubs. Tires choice is open, except: "Stock 125 LW" Class motorcycles that come stock with 12" rims (e.g. Grom, Z125) may only use DOT tires (No race slicks)
 - **FUEL:** Only standard octane pump fuels are allowed (No oxygenated, leaded, or high-octane race fuels or fuel additives permitted). Stock Carb must be used but jetting may be changed.
 - **INTAKE:** Drop in Air Filter may be changed. Airbox cannot be removed or modified.
 - **SUSPENSION:** OEM stock forks and OEM stock shock must be used. Stock Fork Internals may be changed. The rear shock's spring, fluid and internals can be changed
 - **GEARING:** Front and Rear Sprocket may be changed. Chain size is unrestricted.
 - **BRAKES:** Brake pads/shoes are permitted. Brake lines may be changed
 - **CLUTCH:** Aftermarket clutch disks/springs may be used
 - **MSX125 Grom and Z125 Pro:** Headlights, taillights and turn signals may be removed. If not removed they must be thoroughly taped over so that no visible light can be seen to distract other riders on track. Highly recommend that the headlight and taillight fuses are removed
 - **MSX125 GROM EXHAUST EXCEPTION:** To address a safety issue with the stock exhaust system dragging the ground under normal race conditions, any year Honda Grom may replace its factory stock exhaust with an unmodified factory OEM exhaust from another year Honda Grom.
- **Honda XR100 and CRF100 ONLY** are allowed to replace rear shock with one of the two shocks listed below.
 1. <https://www.amazon.com/Vonkat-Shock-Honda-XR100-CRF100/dp/B07VL639S9>



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- https://tboltusa.com/store/tbparts-dnm-rear-shock-for-honda-crf100-xr100-650lbs-p-10973.html?fbclid=IwAR119FN1YDRnkZTOF1cylurilGmQ2SS5kPEtLV1eeGDp4e5g0RQDM_8XjA
- ADDITIONAL CLARIFICATION:** If it is not specifically called out above, you cannot change, modify, add or deviate from OEM parts and components

Monkey-Bike

Ages 14 and Up (under 14 requires coach endorsement)

MOTORCYCLE SPECS:

- Honda Grom, Kawasaki Z125, Motracs 125cc, SSR Ruzkull 125cc**
- Binelli 135cc** (No modifications allowed except suspension and tires.)
- PERMITTED CHANGES:**
 - CONTROLS:** Hand Controls, handlebars, and foot controls can be changed
 - LOOKS:** Seat and body kit can be changed
 - WHEELS:** Tires and rims are unrestricted
 - FUEL:** Only standard octane pump fuels are allowed (No oxygenated, leaded, or high-octane race fuels or fuel additives permitted). Stock Carb must be used but jetting may be changed.
 - INTAKE:** Drop in Air Filter may be changed. Airbox cannot be removed or modified.
 - SUSPENSION:** Stock forks must be used. Stock Fork Internals may be changed. Aftermarket rear shocks are allowed
 - GEARING:** Front and Rear Sprocket may be changed
 - BRAKES:** Brake pads/shoes are permitted. Brake lines may be changed. Brake Rotors maybe changed
 - CLUTCH:** Aftermarket clutch disks/springs may be used
 - EXHAUST:** Aftermarket exhaust permitted
- ADDITIONAL CLARIFICATION:** If it is not specifically called out above, you cannot change, modify, add or deviate from OEM parts and components

OPEN CLASSES:

These classes are designed to allow builders to go all out to build a performance machine. These classes are typically only constrained by motor config, motor CC Limits, and bike type. Unless specifically called out, any changes or modifications can be made. Rider requirements may apply to some classes.

F1

Ages 14 and Up (under 14 requires coach endorsement)

Wheel sizes may vary.

MOTORCYCLE SPECS:

- DIRTBIKE & STREET CHASSIS ONLY**
- NO GP CHASSIS ALLOWED** (e.g. NSF, NSR, YSR, Ohvale, etc)
- Bike types no larger than:
 - MAX 63cc 2 stroke
 - MAX 125cc 4 stroke (horizontal cylinder config) CRF/TTR/DRZ/KLX125 ARE allowed in this class
 - MAX 120cc 4 stroke (vertical cylinder config)



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F2

Ages 14 and Up (under 14 requires coach endorsement)

MOTORCYCLE SPECS:

- **DIRTBIKE & STREET CHASSIS ONLY**
- **NO GP CHASSIS ALLOWED** (e.g. NSF, NSR, YSR, Ohvale, etc)
- Bike types no larger than:
 - MAX 72cc 2 stroke
 - MAX 150cc air cooled 4 stroke
 - MAX 130cc liquid cooled 4 stroke

GP Premier

Ages 14 and Up (under 14 requires coach endorsement)

MOTORCYCLE SPECS:

- **GP CHASSIS ONLY**
- 17" Wheels Only
- Up to 250cc 4T / 125cc 2T (i.e. RS125/MD250H/RS250SP etc)
- Tianda TDR300 & Kramer MA350 allowed

Motard Amateur

Ages 14 and Up (under 14 requires coach endorsement)

There are no dirt sections. This is asphalt racing only

RIDER REQUIREMENTS

- First time racing Motard class with MiniGP and/or you are an amateur status racer with CCS, WERA, PanAm, etc.
- Should you race expert with CCS, WERA, PanAm or similar Club Racing series, you will be bumped to Motard Expert
- Once you bump up to Motard Expert, you cannot return to Motard Amateur
- 1st place in the Motard Amateur Championship requires that you get bumped up to Motard Expert automatically for the following season
- 2nd place in the Amateur Championship gets to choose to stay in Amateur or bump up to Expert
- 3rd place and further back must stay in Amateur

MOTORCYCLE SPECS:

- **DIRTBIKE CHASSIS ONLY**
- **Minimum** Bike size of 250cc
- No Maximum CC Limit (i.e. 250s/450s/550s/690s/701s etc)

Motard Expert

Ages 14 and Up (under 14 requires coach endorsement)

There are no dirt sections. This is asphalt racing only



2026 Rules & Regulations

MOTORCYCLE SPECS:

- **DIRTBIKE CHASSIS ONLY**
- **Minimum** Bike size of 250cc
- No Maximum CC Limit (i.e. 250s/450s/550s/690s/701s etc)
- Should you race expert with CCS, WERA, PanAm or other Club Racing series, you are placed in Motard Expert
- Once you are Motard Expert you CANNOT return to Motard Amateur
- Motard EXPERT Champions are not required to automatically move up to Motard Pro

Motard Pro

Ages 14 and Up (under 14 requires coach endorsement)

There are no dirt sections. This is asphalt racing only

MOTORCYCLE SPECS:

- **DIRTBIKE CHASSIS ONLY**
- **Only 450cc SuperMoto Machines**
- Should you race with MotoAmerica or at an International Pro level, you are placed in Motard Pro
- Once you are Motard Pro you CANNOT return to Motard Expert

SuperMini

Ages 14 and Up (under 14 requires coach endorsement)

MOTORCYCLE SPECS:

- **DIRTBIKE CHASSIS ONLY**
- **NO GP CHASSIS ALLOWED** (NSF, NSR, YSR, Ohvale, etc)
- Bike Types no larger than
 - 120cc 2 stroke
 - 195cc air cooled 4 stroke
 - 150cc liquid cooled 4 stroke

SS 300

Ages 14 and Up (under 14 requires coach endorsement)

This class will be run concurrently with GP Premier and scored separately

MOTORCYCLE SPECS:

- **STREET CHASSIS ONLY**
- **NO DIRTBIKE or GP CHASSIS PERMITTED**
- Up to 400cc (e.g. Honda/Kawi 250s, 300s, KTM 390, Ninja 400)
- Bikes must be track prepped. No taped lights, license plates, etc
- Bike must run on 17" rims.