



# 2018 RMXA Rulebook

Rev. 1-1



# 2018 Official Rulebook

## About the RMXA

The Rocky Mountain Motocross Association is a not for profit Volunteer organization made up of individuals interested in the furthering the Sport of motocross. The RMXA mentors and encourages our riders to Participate and be competitive in national motocross events.

**DISCLAIMER:** The rules and regulations contained in this Rulebook Are based on AMA competition rules adapted for local riders and conditions. The rules are to provide for orderly conduct of racing events and to establish minimum standards for such events.

These rules shall govern the condition of all events and by participating in these events, all participants are deemed to have read, understand, and agree to comply with the conditions set forth with these rules.

No expressed or implied warrantee of safety shall result from publication of or compliance with these rules and regulations.

These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participant, spectator, or official. The race official shall be empowered to permit minor deviations from any of the specifications herein or to impose any further restrictions that in their opinion warranty of safety shall result from such alteration of specifications. There is an **AMA** protest and appeal procedure in place to assure fair and consistent enforcement of rules and objective review of protests and appeals lodged by or against participants.

**RMXA** does not set engineering and design standards or inspect Tracks used in **AMA** sanctioned standard events. Participants are solely Responsible for their safety at **AMA** sanctioned meets and should assess their own ability to negotiate each individual track or course. Participants Who doubt the competence of track officials, have concerns about the safety of the course, or their ability to negotiate the course, are uncertain about the condition of their vehicle, or doubt the competence of fellow competitors, should not participate and should request the return of their entry fee before competitive activity begins.

These supplemental regulations may not be in conflict with national **AMA** rules and in the event of a protest or appeal, judgment will be based on information contained in the **AMA** rulebook.

**NOTE: ALL RIDERS ARE RESPONSIBLE FOR THEIR OWN MEDICAL INSURANCE**

## Membership

Membership in the RMXA and the AMA is required to compete in the RMXA races. RMXA membership fees shall be:

- \$40 unlimited classes.
- \$15 Associate membership fees (meant for non-competing members and allow for voting privileges.)
- All Board Members and Promoters must be members, associate, or lifelong members.
- \$20 one-day membership.
- Replacement RMXA cards will cost \$5
- \$ 5 *Add / Change classes*

# Rule Violations and Penalties

<b>Violation</b>	<b>Penalty</b>
Alcohol and drug consumption by Rider or anyone associated with the meet	Disqualification (See Drug and Alcohol Policy)
Foul/abusive language directed to a Race/official, promoter by rider, family and /or pit crew.	Disqualification
Unsafe pit riding or un-sportsman Like conduct by any member of party.	Immediate Disqualification Or Suspension of Rider
Bikes specs not as outlined.	Bike Disqualification
Falsifying riding status/class.	Rider Disqualified; Loss of points and /or Prizes for the year
Coming from another race association or territory and falsifying Riding status/class	Rider Disqualified; Loss of points and /or Prizes for the year
Fighting	RMXA Suspension & \$100 Fine
Rider or any member of party entering restricted area.	Disqualification
Riding in other than your designated (RMXA rule) practice without permission.	Loss of line position or disqualification
Assisting rider to restart bike during Moto except a 51cc ride	Disqualification
Jumping the start	1 lap penalty or referees discretion
Cutting the track	1 lap penalty or referees discretion Min. of 1 position
Dogs not on leash/loose dog	\$50 fine (RMXA rule)

# Flags and their Meanings

- **Green-** Start of race.
- **White-** One lap to go until finish. This is a courtesy flag. Not all racer may see the white flag. All racers are to race to the checkered flag which ends the race.
- **Yellow** (caution). When the yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag. When displayed there is no passing or gaining an advantage and jumps must be rolled between the flag and the incident that caused the yellow flag. Failure to do so may result in the rider being docked from one finishing position all the way to disqualification from the event, subject to the referee's discretion.
- **Black With 1-Inch White Border:** Disqualification of rider. The rider must report to the referee at once.
- **Blue** – Indicates you are about to be overtaken by faster riders. Hold your line and don't impede their progress
- **White with Red Cross-** Indicates that ambulances, safety vehicles or emergency personnel may be on the course. Competitors must show extreme caution, slow down, maintain position, not gain advantage and the wheels of the motorcycle must not leave the ground between the flag and the incident. Failure to do so may result in loss of position or a disqualification, subject to the referee's discretion.
- **Red-** Stopping of the race for any emergency situation. Return cautiously to the starting line and wait for instructions.
- **Black / White Checkered-** End of race.
- **Orange-** Watering Track proceed with caution.

## RMXA Classes

51cc Limited 4-6 (AMA Class 1)	Limited: Age 4-6 Peewee Jr. Max wheel base 36" (adjusted length) Max seat height 24" Maximum wheel size 10" No larger than 14 mm round intakes
51cc Limited 7-8 (AMA Class 2)	Limited: Age 7-8 Peewee Sr. Max wheel base 41" (adjusted length) Maximum wheel size 12" No larger than 19mm round intake.
51cc Limited 1st Year Beginners only (RMXA Class 3)	Limited: age 4-8 Peewee Two Stroke oil injected Max seat height 22" Max wheel size 10" No larger than 12mm round intake
51cc Limited 4-8 Open (AMA Class 4)	All 51cc bikes AMA class 1 and AMA class 2 bike limitations
51cc Limited Four Stroke 4-8 (RMXA Class 5)	Four Stroke only Age 4-8 Must be a AMA approved Minicycle No Pit Bikes
51cc shaft drive 4-8 (RMXA Class 6)	50cc shaft drive only
65cc 7-9 65cc 10-11 65cc 7-11	59cc to 65cc Two Stroke only Minimum wheel size 12" Max Front wheel size 14" Max (adjusted length) wheel base 45"
85cc 9-11	79cc to 85cc Two Stroke only Front wheel max 17" Minimum rear wheel 12" Maximum rear wheel 16" Maximum Wheel base 51"
85cc Open Mini 9-12	79cc to 85cc Two Stroke only Front wheel max-17" Rear wheel max 16"
85cc Sr. Mini 12-15	79cc – 85cc two stroke 75cc -150cc four stroke Front wheel max 17" Minimum rear wheel 12" Maximum rear wheel 16" Maximum wheel base 51"
Supermini 12-16	79cc - 112cc Two Stroke 75cc - 150cc Four Stroke Front wheel max 19" Rear wheel max 16" Maximum Wheel base 52"

**All minicycle class machines must run in the class for which they were originally manufactured (excluding \*Supermini and Schoolboy).**

## Classes Continued

**The minimum age for amateur riders is 12. A rider must be 14 or older to ride a 201cc up to a 350cc motorcycle. A rider must be 16 or older to ride a 351cc or above motorcycle. The age of the rider is determined as of the date of the event, youth riders are not exempt.**

Schoolboy 1 12-16	86cc-125cc Two-Stroke Min Front Wheel 19" Min rear wheel 16" 75cc-150cc Max Four-Stroke No "A" riders
<b>Schoolboy 2 12-17</b>	122cc-150cc Two-Stroke 126cc-250cc Four-Stroke No "A" riders No Supermini's
Collegeboy 18-24 B/C	122cc – Open cc No "A" riders
Open Pro Sport-A /Non Pro Sport-A/B	Minimum age 14 122cc – Open cc
125cc B/C 12+	122cc -144cc 2 Stroke Only
250 A, B,C	Specify A, B, or C, 122cc – 250cc Must be of age on day of event
450 A, B, C	Specify A, B, or C 122cc – Open cc Must be of age on day of event
25+ A, B/C	Specify A, or B/C (Must be 25+ on race day)
<b>Vet 30+ A, B or C</b>	Specify B or C (Must be 30+ on race day) 122cc – Open cc
<b>Senior 40+ A, B or C</b>	Specify B or C (Must be 40+ on race day) 122cc – Open cc
Super Senior 50+(Combined A, B, C class)	(Must be 50+ on race day)
Women 14+ C	99cc-250cc Min Front Wheel 19" Min rear wheel 16"
Women 16+ All-Star A/B	122cc- 250 cc
Girls Junior 9-12	59-85 cc Two Stroke Minimum rear wheel 12" Maximum Wheel rear 16"/front 17" Maximum Wheel base 51"
Girls Senior 12-16	79cc - 112cc Two Stroke 75cc - 150cc Four Stroke Front wheel max 19" Rear wheel max 16" Maximum Wheel base 52"
2 stroke B/C	Ages 14+ 2 stroke only (122cc min.- open cc) No Super Mini

# Class Rules

1. All classes must run if a minimum of 3 riders have signed up for the season and at least 2 have registered for a race.  
A: Classes may be combined at the promoter's discretion, provided the classes will be run using a staggered start, will be scored separately, and that the combination will not provide any safety problems. **RMXA rule.**
2. A rider's age on Jan. 1<sup>st</sup> will determine their age for the remainder of the year. Youth riders may voluntarily advance 1 age class if they will be that age in the current year, but once have done so, may not move back down to the original age class. Age advancement is final. Age for adult classes is determined by actual birth date. If you turn 40 on July 1<sup>st</sup>, then you can race in the +40 class on/after July 1<sup>st</sup>.
3. No Pro-Sport or Pro Expert riders shall be allowed to compete in the Schoolboy, Collegeboy, or Supermini classes.
4. All youth riders must have a parent or legal guardian present at all times while at the races.
5. No youth entrant is eligible to enter more than four classes.
6. No Amateur entrant is eligible to enter more than four classes.
7. For multi-day events youth and amateur riders may enter up to six events.
8. All minicycle class machines must run in the class for which they were originally manufactured (excluding \*Supermini and Schoolboy).
9. At any meet, only A class riders (the highest rider classification) may compete for cash prizes. Any rider receiving a cash prize will be considered an A rider. Contingency isn't considered a cash prize.



## General Equipment Specifications

1. Gasoline only, however, octane boosters will be allowed.
2. All motorcycles shall have frame, wheels, handlebars, proper working controls, fenders, gas tanks, exhaust systems, folding foot pegs, and manual transmissions (except 51cc).
3. Motorcycles will not have any sharp protruding objects or studded tires. All lights, gauges, or plastic shields will be adequately taped to prevent breakage. Kickstands must be removed.
4. The referee shall have the authority to disqualify any machine/rider that does not meet the rules and standards are deemed unsafe.
5. Three number plates are required, and must be mounted securely and in a workmanlike manner. All number plates must be clearly visible. Materials and thickness are to be OEM material and style.
6. Numbers must be at least 5-inch high standard block letters. Numbers and letters must be clearly legible.
7. It is recommended that the number plate colors be as follows:
  - a. Black w/ white numbers: Beginner, "C" Classification, recommended for 51cc, 65cc, and 80cc's
  - b. Yellow w/black numbers: "B" Classification
  - c. White w/black numbers: "A" Classification
8. It is recommended that, in addition to numbers on the motorcycle, the rider should put their numbers on the back of their jersey or chest protector.
9. Boots must be worn in all meets. They must be at least 8-inches high with any combination of laces, buckles or zippers, or specially designed and constructed for leg and foot protection.
10. It is recommended that riders use the available protective equipment (i.e. gloves, chest protector, neck brace, and knee braces) to help protect against injury.
11. All riders must utilize a shatterproof face shield or shatterproof goggles.
12. Wearing of Helmets: It is mandatory for all participants taking part in practice and competition to wear a full face protective helmet. The helmet must be properly fastened, be of a good fit, and be in good condition. The helmet must have a chin strap type 'retention system'.

### 13. Sound requirements

Year	2- Stroke	4-stroke
Post-2011	96dB/A	94dB/A
Pre-2011	99dB/A	99dB/A

## General Rules

1. Two contestants may use the same motorcycle, provided they are entered in different classes and does not cause a delay in the race schedule.
2. Practice or warm up is limited to the designated area identified by the organizer. Competitors riding, or allowing their motorcycles to be ridden, outside these boundaries will be excluded from the meet.
3. A rider whose motorcycle becomes disabled before he reaches the finish line may, without assistance, push or carry the motorcycle (in the direction of the track) across the finish line to receive the checkered flag. At the referee's discretion, the rider may be instructed to leave the track at the nearest exit point, and will be considered to have completed the event, provided he has completed at least 50 percent of the number of laps as the winner.
4. If, during the course of event, a rider stops for any reason whatsoever, he/she must restart the machine without any outside assistance. However, if a rider falls, blocking the course and endangering other riders, he/she may receive help or have his/her motorcycle pushed off the course. The referee may allow for outside assistance for 0-51cc class riders. For other minicycle class riders, the referee may allow for outside assistance when adversely muddy conditions exist. In all cases this must be done without interfering with competition. An attempt to help under any other situation will result in the rider's disqualification.
5. An event stopped by the referee after 60% of the race is completed by the race leader (rounded down to the nearest whole number of laps completed) the race will be considered complete and will be scored from the last completed lap scored prior to the red flag being displayed.

6. A competitor who rides in a way that endangers officials, other riders or the public will be subject to immediate disqualification from the meet by the referee.
7. The referee may decide the maximum number of riders who start any event. Starting riders will be those who qualify as a result of time trials or qualifying heats. If heat races are used, a rider must start a heat to qualify for the final event.
8. Uniform starts will be practiced.
  - a. A two-minute card sign will be displayed followed by a one-minute card sign signified by holding the card sign sideways and lowering it.
  - b. The gate will drop within 2 to 3 seconds of lowering of the ready sign.
  - c. A rider must start in the middle of the starting gate, the bike being perpendicular with the starting gate. The front wheel must be within 12 inches of the gate.
  - d. Jumping the start will result in a one-lap penalty at the Referee's discretion.
  - e. A rider must be ready when called to the starting area. Two minutes are allowed after the starters call to make minor repairs for mechanical issues. The starter shall only allow a single delay period up to the two minute time limit per event. Once the starter has signaled to start the event no delays will be allowed. Including on subsequent starts when staggered start is used.
9. There will be No refunds after the first moto of the day has started. Promoter's discretion.
10. Riders, Family and/or pit crew who direct foul/abusive language directed to a race official, or promoter will be disqualified for the entire meet.

## Scoring

1. An AMA-approved scoring system must be used.
2. Each rider is entitled to examine their timing and scoring sheets with the head scorer, or referee.
3. No official announcement of race winners may be made until the final results have been posted and a 30-minute protest period has expired. Results may not be altered except by the AMA or the appeal process after the results have been deemed final.
4. It's the rider's responsibility to ensure number legibility. If a rider appeals his score and the numbers were not properly displayed, a protest will be disallowed. There will be no exceptions to this rule.

5. Riders earn points in each moto according to their finishing positions. A rider must finish at least one moto to receive an overall finishing position.
6. Points awarded per moto are 1 point for first, 2 points for second, and 3 points for third, etc. The rider accumulating the fewest points after both motos is the overall winner. In case of a tie, the winner is the rider with better finishing position in the final moto.
7. A rider who completed fewer than half the number of laps of the winning rider, or didn't take the checkered flag receives points corresponding to the total number of riders entered in the class with a minimum of 20 points. This will be shown on the score sheets as DNF. A rider who didn't complete one lap will receive a score equal to the number of riders plus 30 points. This will be shown on the score sheet as a DNS. No rider will be allowed to make up lost laps after the checkered flag.
8. DQ/Disqualification: A "Moto DQ" results in mot points equal to the total number of riders in the class, plus 40 points. A "Class DQ" results in exclusion from the class results in all motos for that class only. A "Meet DQ" results in exclusion from all classes in all motos for the entire meet.
9. At the sole discretion of the referee, a class may be scored from one moto only.

Example :	1 <sup>st</sup> Moto	2 <sup>nd</sup> Moto	Score	Overall
Rider 1	1	3	4	2
Rider 2	2	1	3	1
Rider 3	3	2	5	3
Rider 4	4	4	8	4

## Race Day Program

**If there are more riders in a class than can be accommodated on the course, the following format will be used.**

- A. Riders are divided into two or more groups, using each group as a moto that qualifies them to the second group.
- B. If two groups are used, the top **16** riders from each group will advance directly to the second moto. Any riders not placing in the top **16** will race a last chance qualifier where the top **8** finishers transfer to the second moto. A rider's qualifying finish will count as their first moto score. Riders transferring from the last-chance qualifier will receive a first moto score equal to their last-chance qualifier finish, plus **16** points.

- C. If three or more qualifying groups are required, it is the referee's discretion to structure the qualifying groups and number of transfer positions for each group.
- D. When qualifying groups are used and qualifying times are available, the fastest overall time in the qualifying groups will receive the first gate choice, followed by the winner of the next fastest qualifier, then second from the fastest qualifier and so on until all qualified riders have received a starting position. When qualifying times aren't available, the winner of the first group will receive the first gate choice, followed by the winner of the second group then second from the first group and so on until all qualified riders have received a starting position.
- E. The format can be adjusted to meet the track needs.

## Open Pro Sport/ Non Pro Sport

- 1. Gate pick order will be combined random pick generated from trackside.
- 2. Second moto gate pick will be determined by the finish position from the first moto.
- 3. Non Pro riders cannot accept cash awards; they will be eligible for RMXA Contingency rewards.

## Series Points

### **RMXA MX Series 16 Races and District 25 SHOWDOWN Series 6 Races**

- 1. Series points will be awarded for each RMXA sanctioned race a rider participates in. Points are based on the number of riders competing in a class and the final position of the rider as per table on pages 21-22 Appendix A. Points will be accumulated to determine year-end placement for series end awards and prizes. Riders will also receive National advancement points to determine a rider's ranking. (See National Advancement section pg 14).

## Series tie Breaker

- 1. In the event of a tie for the championship/ position overall, the tie breaker will be based on the...
  - a. Overall **RMXA** championship race results in class.

- b. If a tie remains, the best finish in the last moto of the last race will determine the position.

## Women Rules and Qualifications

1. The women's class will be structured in accordance to AMA guidelines. These include Pro (A), Intermediate (B), and Novice (C).
2. Novice class will race for trophies; the Pro class races for cash payout. A Non Pro rider cannot accept cash awards; they will be eligible for RMXA Contingency rewards.
3. Women racers may drop down one Classification when racing outside a designated Women's class. (I.e. Women's A riders can race in the 250B class).
4. Women racers can drop down one classification when racing outside of the women class but not in age classes.
5. A motorcycle or supermini may be ridden in the Women's Class with a minimum of (99cc) two-stroke, and up to a (250cc) four-stroke with and a minimum rear wheel of 16" and a minimum front wheel size of 19". **(No mini cycles allowed)**
6. The Women's Novice and All-Star Classes will be stagger started.
7. Riders may not earn advancement for other classes in the Women's Class.

## National Advancement System

### 1. General

- a. Riders will receive advancement points for participation in all AMA-sanctioned motocross, Arenacross, stadium motocross (or any similar activity) meets. AMA riders advance from one classification to the next through their successful participation in AMA-sanctioned meets. Advancement criteria will be reviewed annually by the Motocross Committee of AMA Congress or as needed by the Executive Committee.
- b. Advancement points will be calculated from Nov.1 to Oct. 31 each year. Riders will be advanced effective Jan. 1 of the following year. For advancement from B to A, a rider's age will be determined as of Oct. 31 of the current year.
- c. No rider, youth or amateur, can be forced to compete in the A class until January 1 following their 16th birthday. A rider's age for advancement will be determined as of Oct.31 of the current year. Riders under 16 may advance on

their own ability/competence.

- d. Riders between the age of 12 and 15 as of Oct.31 of that year riding the B class shall not be forced into the A class regardless of how many B races or advancement points he/she has. Riders in this age group may advance based on their own ability/competence.
- e. In series' that roll over into a new year, riders' must begin the series in the class they will compete in during the new year. A rider cannot continue racing their class from the previous year if they are no longer eligible as of Jan. 1.
- f. Limited and modified classes will be combined within a displacement class.
- g. Advancement classes 125,250, and Open should be run using the displacement limitations as shown in the class chart.
- h. Amateur classes that have combined classifications, the riders will be separated by classification and points will be awarded according to the number of riders within their classification based upon the Rider Advancement Points chart. All Combined Advancement points will be calculated together within the advancement year, riders carrying an RPV of 15 or higher will be advanced to their next higher classification.

## **2. Rider Performance Value (RPV):**

- a. To be considered for advancement a rider must have a minimum of six points-paying class finishes in a class within the rider's classification. However, the RPV for each displacement class will be calculated separately.
- b. Race results that have a DNF or a DNS overall finish aren't to be used for purposes of calculating a rider's advancement RPV.
- c. Race results that result in zero advancement points are not to be used for purposes of calculating a rider's advancement RPV.

Riders earn performance points based on their finishes at each meet according to the following.

**(See page 18 for list)**

### **2. Classification Advancement**

- a. All B riders carrying an RPV of 15 or higher at year-end will be advanced to A class.

- b. Riders who placed in the top 5 overall in a "B" class at the previous AMA Amateur Motocross National and are 16 years of age or older as of January 1, of current year are no longer eligible to compete in a "B" division.  
(Note: Schoolboy class is a youth class, not a B class).

### **3. Classification Advancement**

- a. All C riders carrying an RPV of 15 or higher at years-end will be advanced to the B class.
- b. The following criteria are to be used when determining a rider's eligibility for the C class:
  - (1) No rider is to be classified as a C rider if that rider had a RPV of 15 or higher the previous year in the C class or a 12-16 youth division.
  - (2) No rider is to be classified as a C rider if that rider has ever been classified as an A rider.
  - (3) No rider is to be classified as a C rider if that rider has participated in the AMA Amateur National Motocross Championship in any previous year in any class with the exception of any girls or women classes unless otherwise specified.
  - (4) No rider is to be classified as a C rider if that rider is receiving or has ever received any type of OEM factory support in any class. (Excluding OEM contingency and trackside support)
  - (5) If a rider doesn't meet any of the above criteria, they may not participate in the C class if they have raced C the previous two calendar years and have an RPV of 13.0 or higher.
  - (6) Riders who placed in the top 5 overall in a Women class at the previous AMA Amateur National Motocross Championship are no longer eligible to compete in the "C" class.

### **4. Youth Advancement**

Riders eligible for advancement include youth riders competing in classes structured with age groups between ages 12-16. Youth advancement points are used to advance riders, making them ineligible for C class.

Only AMA-recognized advancement classes will be used to calculate a Rider Performance Value (RPV).



## 5. Appealing a Classification/AMA Appeal Board

- a. Riders who wish to contest classification achieved during the current year through the National Advancement System may appeal once. The deadline for appeals related to year-end advancement is March 1<sup>st</sup>.
- b. There will be a board to hear appeals and there is no second appeal to this classification process. The appeal board will be moderated by AMA Motocross Manager and consist of 3 AMA Congress Representatives from the AMA Congress MX committee. In the event the MX Manager is absent the AMA will select a replacement to conduct the process.
- c. Advancement appeals for youth classes and age classes 25 years of age and over will be determined by the district with final concurrence from the AMA. Where there is no district representation, advancement will be determined by the AMA.
- d. Classification appeals for youth classes and age classes of age 25 years and over will be determined by the district with final concurrence from the AMA. Where there is no district representation, advancement will be determined by the AMA.
- e. A \$50 fee must accompany all advancement appeals. Appeals must be made in writing accompanied by supporting information to the AMA by e-mail at: [mxadvancement@ama-cycle.org](mailto:mxadvancement@ama-cycle.org), by fax at (614) 856-1924 or by mail to American Motorcyclist Association, 13515 Yarmouth Dr., Pickerington, Ohio 43147
- f. The AMA Appeal Board reserves the authority to advance a rider's classification that has no RPV but has demonstrated an advanced riding ability that is supported by documented race results, at any time.
- g. Riders who wish to contest placement, classification or age for youth class eligibility may appeal once per calendar year to the AMA.
  1. Riders returned to a lower class are only those who are considered completely non-competitive in the class they are leaving and who won't dominate the class in which they are returning.
  2. A rider may return to a specific lower class only once.
  3. A rider returning to competition after several years must request to be reverted as explained above and can't move back a class automatically or without AMA and district permission. Failure to comply with this requirement will result in suspension or other disciplinary action.

- h. The AMA Appeal Board reserves the authority to re-evaluate and overturn an advancement/classification appeal decision based upon new information and/or documented race results showing advanced riding ability within six months of the Appeals Board's decision.

## AMA Rider Advancement Points

Finish Position	Points 5-14 Participants	Points 15-24 Participants	Points 25-34 Participants	Points 35+ Participants
1	15	18	25	35
2	13	16	23	30
3	11	15	22	25
4	9	14	20	22
5	6	13	18	21
6	5	12	16	20
7	4	11	14	19
8	3	10	13	18
9	2	9	12	17
10	1	8	11	16
11		7	10	15
12		6	9	14
13		5	8	13
14		4	7	12
15		3	6	11
16		2	5	10
17		1	4	9
18			3	8
19			2	7
20			1	6
21				5
22				4
23				3
24				2
25				1

## Pit Vehicles

Pit vehicle privileges are extended to our campers, racers and their families only.

Golf carts and Mules are side-by-sides are considered pit vehicles.

### PIT VEHICLE RULES

1. Operators must be at least 16 years of age & must hold a valid driver's license.
2. Pit vehicles may not be operated in a reckless, careless or dangerous manner, and may not be operated by anyone under the influence of alcohol.
3. Pit vehicle use hours: **7 am – 10:30 pm.**
4. Pit Vehicle Speed Limit: must be a slow and acceptable speed.
5. All passengers must be seated.
6. Passengers on such vehicles are not allowed to operate past the Manufacturer recommended number of riders.
7. Pit vehicles are NOT permitted in the following areas:
  - Motocross Track or anywhere inside the track fence.
8. Pit Vehicle usage is a privilege, not a right, which privilege can be revoked or terminated for any reason at the discretion of RMXA.
9. Violation of any of the above rules is grounds for penalty, including by not limited to: confiscation of pit vehicle, disqualification of racer, and/or ejection from facility.
10. Helmets must be worn for all **motorized**, 2-wheel pit vehicles.

		NUMBER OF RIDERS																																											
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40				
40	60	57	55	53	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16					
39	59	56	54	52	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16						
38	58	55	53	51	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16							
37	57	54	52	50	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16								
36	56	53	51	49	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16									
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3	23	20	18																																										
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# Rule Change / Addition Proposal Form



**Page:** \_\_\_\_\_ **Article:** \_\_\_\_\_ **Section:** \_\_\_\_\_ (only applicable if rule change)

Exact wording of proposal (please use reverse side if extra space is needed):

Submitted by: \_\_\_\_\_

Reason for Proposal (please use reverse side if extra space is needed):

Office use only

Received: \_\_\_\_\_ Board Approved \_\_\_\_\_ Board Rejected: \_\_\_\_\_

**Mail Proposals to:**

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Lucerne, CO 80646