

High Country Motocross Association

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BOARD MEMBERS

Anaconda

Jack Roche.....563-3789
1913 Hamburg
Anaconda, MT 59711

Steve Johnson.....563-3749
3425 Lost Creek Rd.
Anaconda, MT 59711

Bozeman

Ryan Streich.....539-0313
8628 Huffine Lane #108
Bozeman, MT 59718

Shawn Petersen.....388-8384
175 Pheasant Lane
Belgrade, MT 59714

Butte

Dean Vesco.....533-0662
8715 HWY 10
Butte, MT 59701

Wayne Halvorsen.....490-8899
1731 Elm
Butte, MT 59701

Conrad

Rob Prewett.....788-2894
1958 Bench RD
Conrad, MT 59428

Dillon

Mel Montgomery.....276-3463
P.O. Box 82
Lima, MT 59739

Great Falls Brian Buck.....750-4266
528 23rd Ave NE
Great Falls, MT 59404

John Dullum.....277-3393
7187 US Hwy 89
Belt, MT 59412

Helena Dean Olsen.....461-8525
1207 Shirley Rd.
Helena, MT 59601

Ken Robbins.....443-4177
585 Highland
Helena, MT 59601

Kalispell Cindy Lopez.....837-6795
15839 Edgewater Lane
Bigfork, MT 59911

Lewistown Paul Granot.....538-4271
51 4th Ave. So.
Lewistown, MT 59457

Livingston Jim Floyd.....222-6006
PO Box 201
Livingston, MT 59047

Niarada Mike Brubaker.....752-0890
510 Schrade Road
Kalispell, MT 59901

Plains Ron Warren..... 826-4409
PO Box 695
Plains, MT 59859

High Country Motocross Association Inc. Rules

ARTICLE 1

Preamble

1. **The purpose of these rules is to promote good sportsmanship and fair competition, with a mature approach toward maintaining cooperation among friends meeting in competition. It is intended that these rules be applied in a manner which will successfully resolve infractions and/or misunderstandings. These rules even though not explicit in minute detail, are intended to be interpreted, accepted and applied in the spirit of good sportsmanship.**
2. The Roberts Rules of Order will be used to conduct all HCMA business.
3. A current HCMA rule book will be made available to all HCMA members.
4. The HCMA officers will have a unanimous veto vote regarding issues that are not in the best interest of the HCMA members.
5. The HCMA officers will address all issues as a group.

ARTICLE 2

The HCMA organization shall consist of the following duly elected officers. All officers and board members must become HCMA members. Each officer and board member shall have one vote. There will be no more than three (3) officers from any one club or area.

1. PRESIDENT

- a) Elected by HCMA membership for a period of one year at the annual HCMA meeting and serves as president of the Board of Directors and Organization.
- b) Responsible for all meetings of the Board of Directors.
- c) Responsible for seeing that the duties of the Vice President, Events Clerk, Points Clerk, Scorekeeper and Referee are performed correctly.

- d) Responsible for setting annual meeting date and location.
- e) Responsible for conducting an informal hearing involving the parties in a dispute and taking their findings to the Board of Directors for a vote.
- f) Must attend all scheduled, sanctioned point's races.
- g) Co-lead flagger meetings with the vice president.

2. VICE PRESIDENT

- a) Elected by HCMA members present at the state meeting.
- b) Shall assume president's duties in their absence.
- c) Will act as Assistant Referee at any race.
NOTE: The sponsoring club must still appoint an assistant referee
- d) Responsible for all public relations.
- e) Responsible for managing the Start & Finish Line
- f) Must attend all scheduled, sanctioned point's races.
- g) Co-lead the flagger meetings with the president.

3. HCMA EVENTS CLERK

- a) Elected by HCMA members present at the state meeting.
- b) Will disburse HCMA monies in keeping with Board of Directors approval or adopted Board policy.
- c) Responsible for compilation of reports of financial condition of the HCMA, quarterly and annually. The annual report will be due at the annual meeting of the Board of Directors.
- d) Responsible for receiving and accounting for all fees due the HCMA, within 30 days after the last sanctioned event.

- e) Responsible for sending sanction application forms to clubs prior to December 1st each year.
- f) Responsible for collecting, from all clubs or organizations requesting to sanction an event, the completed official sanctioned events request form, to be submitted to the Board of Directors prior to January 1st each year.
- g) Responsible for distributing HCMA material to the sponsoring club, one month prior to their event.
- h) Information confirming race dates may be obtained by calling the HCMA Events Clerk.
- i) Responsible for collecting membership fees and issuing numbers and membership cards.
- j) Must attend all scheduled, sanctioned point's races.
- k) Must attend all HCMA Board meetings and record minutes of each meeting.
- l) Must provide host club with necessary information for annual banquet.
- m) Must establish and maintain a checking account:
 - (i) requiring two signatures (one each from the President, Vice-President, Events Clerk, Points Clerk, or Referee). There may not be two (2) people from the same household on the signature card for the checking account.
 - (ii) Must pay all HCMA bills with check.
 - (iii) Bank statement to be mailed to the President.
- n) The Events Clerk shall determine the time sign-up closes.
- o) The Events Clerk will notify all HCMA board members of the date of the State Meeting by post card.

4. HCMA POINTS CLERK:

- a) Elected by HCMA members present at the state meeting.

- b) Responsible for receiving and accounting for all race points earned by riders, (maintain all original lap sheets and entry sheets).
- c) Responsible for posting all riders' point totals at each point's event, reflecting actual point totals awarded and accrued current to the last point's event completed.
- d) Responsible for official notification of required class advancements.
- e) Responsible for submitted race results and coming race schedules to newspapers in local racing areas.
- f) Must attend all scheduled, sanctioned points' races.
- g) Will assist the scorekeeper as needed to ensure that scoring goes as smoothly as possible.

5. HCMA REFEREE

- a) Elected by HCMA members present at the state meeting.
- b) Shall be present at all calendar events.
- c) Shall conduct all rider meetings.
- d) Shall oversee the start of all motos.
- e) Shall inform a rider that he is docked 1 lap for jumping the start by indicating so on the score sheets.
- f) Referee shall adhere to these policies and perform those functions as denoted in Section 1 through 16 of Article XII, Competition and Event Procedures.
- g) All decision requests shall be presented in writing to the Referee. And the rider must fill out an official protest form, provided by the Ref.
- h) Referee's decisions shall be absolute, final, and not subject to appeal.
- i) Referee may use the assistant referee to help oversee starts.
- j) Referee will decide to cut motos when necessary, in consultation with the other HCMA officers.
- k) Appoint 3 riders to inspect the track the day before the event.

6. HCMA SCOREKEEPER:

- a) Elected by HCMA members present at the state meeting.
- b) Shall be present at all calendar events.
- c) The HCMA Scorekeeper is responsible for making sure that the sponsoring club has provided 3 scorekeepers. If the club does not fulfill this, the HCMA Scorekeeper is responsible for finding people to fill positions needed. The club will be responsible for paying (the current state fee) for each person needed along with a \$150.00 fine.
- d) The HCMA Scorekeeper is responsible for making sure that the sponsoring club has provided 3 sets of 2 lap counters for each race. If the club does not fulfill this, the HCMA Scorekeeper is responsible for finding people to fill positions needed. The club will be responsible for paying (the current state fee) for each person needed along with a \$150.00 fine.
- e) Shall delegate duties as needed to the point clerk so ensure that the race day scoring goes as smoothly as possible.

7. BOARD OF DIRECTORS:

- a) One member from each club sanctioning an event and one member from each area representing five or more HCMA members, without a club sanctions (within the given boundaries of the HCMA). If the club fails to appoint a director from its area by January 1st of each year, the President will be empowered to make the appointment.
- b) There will be no rule changes after the January meeting except for safety reasons. Additions, deletions or changes of current HCMA rules may not be made during the race season without the written recommendation of the President to the Association, and submitted to the Board of Directors for consideration.
- c) The Board of Directors, by a simple majority vote, either in session or by certified letter or ballot (a quorum consisting of 2/3 of all eligible board members), shall be empowered to amend or change any or all HCMA bylaws or rules as per the provisions of (Article II, Section 7B).

- d) Should the Board of Directors effect a change during the race season, the change will not take effect until the next HCMA sanctioned event, following the Board's decision.
- e) All Members carrying a current HCMA card will have a vote at the State meeting.
- f) All HCMA Officers will be voted in at the State meeting.
- g) The first order of business at the State meeting will be the election of Officers, who will assume their duties immediately under the direction of the former officers.
- h) The annual events calendar will be set at the HCMA State meeting by the members present.
- i) Revenue earned through means other than racing may be used to purchase advertisement and equipment also needed by the association.
- j) Whenever a Board of Directors meeting is called at a race, only the Board Members and HCMA Officers will be allowed to attend. The meeting will be held in a secluded area. There will be no parents or riders present or within hearing distance.

7. REMUNERATIONS TO THE HCMA OFFICIALS FOR EACH SEASON SHALL BE AS FOLLOWS.

- a) Each official is to be reimbursed by the HCMA for any personal expense incurred for telephone, materials and supplies and in connection with conducting official HCMA business.
- b) All HCMA Officials will be paid \$100.00 per race day, and the current federal mileage rate, to be paid by the HCMA.
- c) President, Vice President, Events Clerk, Points Clerk, HCMA Scorekeeper and Referee will be paid mileage only, for any race they attend which has been cancelled for any reason.
- d) If a HCMA officer has to be gone during the day or is unable to attend the race, the replacement person will receive the officer's pay. The officer not in attendance needs to let the other officers know of the substitute, preferably in advance of the absence.

8. HCMA MEMBER CLUB PRESIDENT

- a) Shall be responsible for maintaining their club sanction by following all HCMA bylaws and rules for conducting an HCMA sanctioned event. To include implementing acceptable methods of scoring laps and events and providing race results to the point's clerk.

ARTICLE 3

HCMA SANCTION REQUIREMENTS

1. The sponsoring club, at the time the sanctioned event request is made, must complete the HCMA sanction request form and pay, to the Events Clerk, the annual \$25.00 sanction fee and a deposit of \$500.00 for each race requested. The \$500.00 deposit will be refunded to the sponsoring club after 30 days if all award recipients have received their awards. Any money leftover will be used for door prizes at the Year End Banquet. In the event the race is cancelled for any reason not acceptable to the HCMA Board of Directors, the deposit will be retained by the HCMA to be applied towards year-end awards. If the sponsoring club conducts the event according to HCMA rules, and if the race results together with HCMA fees collected for the event are presented to the clerks on the race date or forwarded to them no later than one day following the event, by certified mail, the sponsoring club will be eligible for HCMA sanctioning the following year.
2. Any club or organization requesting to conduct an HCMA event must complete and return the annual HCMA sanction request form along with the annual \$25.00 sanction fee to the HCMA Events Clerk prior to January 1st each year.
 - a) No club shall schedule a race without having a confirmed track location by January 1st of the race year.
 - b) The HCMA boundaries for races are the Montana State Boundaries.
 - c) Every track will receive one race weekend per year. Seniority shall be given to the clubs, which have supported the HCMA on a continuing basis. If there are any new sanctions, the seasoned tracks will receive race dates first. The \$25.00 sanction fee and the \$500.00 deposit shall be returned to those sponsors not choosing to reserve a race date. Tracks/ clubs will have the option to schedule additional races to fill the race schedule on a rotating seniority basis.

- d) Track of the year will have the first "Race Date" pick. After that the choices are in order of seniority.
 - e) The race season shall run from the 3rd Saturday or Sunday of April until the last Sunday in September of each year. Clubs have the option of holding their race day on either Saturday or Sunday.
 - f) There will be a Vendor's Fee for any person, business or organization other than the sponsoring club wishing to sell any items at an HCMA sanctioned event. The Vendor's Fee shall be \$25.00 or in the alternative said person, business or organization may purchase an advertisement in the HCMA Rule Book. The vendor's fee is payable to the events clerk.
3. Any club or organization conducting an HCMA sanctioned event will be presented with, and must adhere to, the most current HCMA rules, to include official rider entry sign-up and HCMA rider payback requirements. The sponsoring club must have three sets of experienced lap counters consisting of two people, and two score counters. The sponsoring club must also provide two people in place by 6:00 a.m. for sign-up, the day of the event.
4. It is mandatory that all clubs or promoters provide spectator liability insurance for all events. This insurance can be purchased through the HCMA by contacting the Events Clerk. Any club purchasing insurance through the HCMA must pay for the same prior to March 20th of the current race year. Failure to pay for the insurance by said date will result in that club's race being taken off the schedule and the race date given to another club. Any club or promoter who does not purchase spectator liability through the HCMA MUST provide proof of insurance to the HCMA Events Clerk 30 days prior to their race date. Failure to provide said proof will result in cancellation of the club's or promoter's HCMA sanctioned events.
5. Should it be determined by the state HCMA officials and the HCMA Board of Directors that a sanctioned event was not conducted in accordance with HCMA rules, an HCMA sanction will not be awarded to the erring club or organization for the following race season, and current season events will be cancelled by the HCMA.
6. SCHEDULING CALENDAR EVENTS: Each club may sponsor as many non-points motocross events as desired, providing the non-points event dates are not in conflict with any other calendar HCMA motocross date.

Clubs will have the option to host an additional HCMA race according to seniority.

7. No distinction between point's races and non-points (calendar) races shall be made for the purpose of interpreting HCMA rules, unless approved by the HCMA Board of Directors prior to publishing the annual HCMA calendar. If an exception to the current rules is made by the Board, the exception must be published on the annual calendar and on the sponsoring club program announcement.
8. If the majority of the riders attending the riders' meeting declare the event not to be in compliance with current HCMA rules of safe track conditions, the Referee must, before the first race begins, declare the HCMA sanction status of the event. If before the first race begins, the Referee decides the event is not in compliance with HCMA sanction or safety requirements, the event will not be conducted as an HCMA sanctioned event.
9. Each club must appoint an assistant referee to help the Official Referee with bike inspection, starts and any other duties the Referee may need help with. Any club failing to appoint an assistant referee will be fined \$50.
10. There will be no double point's races.
11. If a facility locks their gate during the night they must have someone close by to open it in case of an emergency.
12. Newly established tracks need to have starting gates in place after their second year.
13. Tracks need to be inspected and approved by an HCMA official 30 days prior to their race. This inspection will cover track layout, water sources for race day, equipment, lap counters, flaggers and any other issue the official feels may become a bigger issue on race day.
14. Any Track making significant changes needs to notify the HCMA at least 30 days before the race for an inspection
15. HCMA members will be allowed to pit at least by noon the day prior to a race. If there is another activity, no additional fee will be paid by the HCMA members.
16. 30 minutes before the rider's meeting all flaggers should meet with the club's assistant referee, HCMA President and HCMA Vice President to go

over flagging rules. All flaggers must be at least 16 years of age, and must sign club waiver form. Please ensure that flaggers have covered Brett Downey's rules for caution flaggers. It is the responsibility of flaggers to report all infractions they witness, including yellow flag racing.

17. The club is responsible for submitting their HCMA fees to the HCMA within 30 days of their race. Any club who does not meet the deadline will lose their \$500.00 deposit. The \$500.00 will be given to the club hosting the year end banquet.
- 18 Gate fees need to be returned if the race is cancelled after practice and a cancellation determination has been made by the riders, property owners and HCMA.
19. Clubs will pay \$100.00 each into a fund to give to the track with the smallest rider count of the race season. Funds will be collected by the events clerk.

ARTICLE 4

HCMA MEMBERSHIP REQUIREMENTS

1. All riders may join the HCMA to become eligible to participate in HCMA calendar events or pay a \$20.00 Temporary Membership fee per HCMA event provided that the rider has not been suspended by the HCMA.
2. If a sponsoring club is aware before the race that a certain rider is to be disqualified or is otherwise ineligible to participate, he or she must be so informed prior to entering the race.

ARTICLE 5

HCMA MEMBERSHIP FEES

1. All riders may join the HCMA organization to become eligible to participate in any HCMA calendar event. Riders must present a current HCMA card at the time of event registration, or pay a \$20.00 Temporary Membership fee per HCMA event.
2. All out of state riders must show a current race card from their area to determine which class they ride. If a rider does not have a current card they will be required to ride in the Pro-am class.

- The annual membership fee is \$40.00 for the first class entered, and \$15.00 for each class entered thereafter. \$10.00 of the fee will go to a special fund for equipment (ex. Radios, transponders, etc) Annual non-competition membership may be obtained, by parent or guardian only, for \$3.00 Membership may be obtained by contacting the Events Clerk.

ARTICLE 6

HCMA EVENT ENTRY FEE

- Event entry fee schedule per class entered.

Class	Maximum Entry Fee	Amount to HCMA	Amount to Sponsoring Club	Amount to Pro Pay Out
Non Pro-am	\$25.00	\$6.00	\$19.00	\$0.00
Pro-am	\$35.00	\$8.00	\$5.00	\$22.00

- All riders are required to pay the gate fee.
- HCMA gate fee will be capped at \$10.00 for all HCMA events. All gate fees will be retained by the club. Clubs may lower the gate fees at their discretion.
- Any club or organization sponsoring an event with a guaranteed purse in excess of \$1,500.00 Pro-am payback may establish a reasonable higher maximum rider entry fee. Provisions being; the higher entry fee will be so stated on the official event sanction request form and approved by the Board of Directors prior to establishing the annual event calendar. Additionally, the increased rider entry fee shall be announced on all sponsoring club event programs. Entry fees in excess of guaranteed purse may be kept by the sponsor. In the event the sponsoring club awards additional prize money, they may determine the distribution at their own discretion.
- Rider entry sign up will begin at 6:00 a.m. and close at 07:00 a.m. or at the discretion of the Events Clerk. There will be no rider refunds unless the event is officially cancelled. Rider position on starting line will be determined by drawing numbers in the staging area. Numbers may be

drawn by the RIDER ONLY. Starting position for the second motos will be determined by finish position in the first moto.

6. No riders shall be allowed to race if he/she owes the HCMA or any sponsoring club money for NSF checks. He/she will need to pay cash for any remaining HCMA events for the remainder of the year.

ARTICLE 7

MACHINE INSPECTION AND IDENTIFICATION

1. Each machine will be required to display three number plates. One number plate must be on the front and one for each side of the machine. It is recommended that each rider display their machine number on each side of his or her helmet in such a manner that they are clearly visible.
The number displayed on the machine must be the same as displayed on rider's jersey or chest protector.
2. HCMA number plate and number combinations:
 - a) Numbers must be white on a black background or black on a white background. No other color combinations are allowed.
 - b) ALL ATV's will have a rear number plate and will have their number clearly displayed on their chest and back. ATV's must also have three number plates displayed.
3. Machine numbers must be a minimum of 6 inches high. Number plates must be clear and visible.
4. Each rider joining the HCMA will be issued a racing number between 1 and 999. A rider may keep the same number from year to year providing he or she re-news the number with the Events Clerk (prior to March 1st of each year).
5. The 50 Mini class will have their own set of numbers from 1 to 999. These numbers must be 6 inches high and clearly visible.
6. In the event a rider's machine is disabled he may, after officially notifying the HCMA Referee and sign-up officials, change to a back-up machine without being required to pay an additional entry fee. However, the plates must be changed respectively. **Changing machines cannot be done**

while the race, moto or heat is in progress but must be done between motos or heats.

7. Tyser Wiseman's number will be retired, #107.

TECHNICAL INSPECTION

1. A bike equipment and rider apparel inspection shall be done before practice at every HCMA sanctioned event. Entries that pass inspection shall have a colored tape wrapped on the front brake cable in plain sight. All bikes shall be marked with the same colored tape.

INSPECTION WILL CONSIST OF:

1. Throttle:
 - a) Must turn to off position freely.
 - b) ALL ATV's must have a working tether switch.
2. Brakes:
 - a) Front and rear brakes operational.
3. Wheels:
 - a) No missing spokes.
 - b) All broken spokes must be wired to prevent further damage.
4. Handlebars:
 - a) Tight in mounts.
 - b) Free of obvious breaks and cracks.
5. Kickstands:
 - a) All kickstands must be removed (except for 50's).
6. Exhaust System:
 - a) Silencers will be attached and complete. This includes internal components.
7. Number Plates:
 - a) Three number plates required. One front and one on each side behind rider's leg position. Number plates must be black on white or white on black only.

- b) ALL ATV's are required to have a rear number plate and will have their number clearly displayed on their chest and back.
- c) Numbers and background colors must conform to HCMA rules.

8. Fenders:

- a) At the time of inspection, both front and rear fenders must be present and well attached.

9. General Bike:

- a) Must be free of all obvious safety defects broken frame, no license plates, protruding mirrors or lights, and all other glass must be taped over.

10. Riders Boots:

- a) Boots must come over ankles.
- b) Boots must be constructed of heavy material (canvas and similar materials will not be allowed).

11. Helmets:

- a) Must be free of obvious damage.
- b) Designed for competition.
- c) Numbers on helmet must be the same as numbers on bike.

12. Leather (pants):

- a) Pant legs must be at least boot top length.
- b) Competition type leathers with padding are recommended but not mandatory.

13. ATV Nurf Bar's:

- a) All ATV's must be equipped with nurf bars. And a working tether switch.
- b) If a nurf bar is not installed the rider will have a 1 race grace period. If at the next race the rider has not installed nurf bars the rider will not be allowed to participate.

14. Neck rolls must be worn by riders 18 years and younger.

15. Riders wearing chest protectors must have the same number on their chest protector that is on the bike they are riding.

PISTON DISPLACEMENT

- a) Any rider competing in an event may make a formal protest to the Referee regarding the piston displacement on a machine. Such a protest must be in writing and accompanied by a \$100.00 cash fee.
- b) The Referee must measure the volume by this formula:
$$R^2 \times (\pi) \times S = V$$
- b) If the referee decides in favor of the protesting party, the protest fee will be refunded. If the Referee decides against the protesting party, the protest fee will be paid to the rider protested. An official protest form must be used. These can be obtained from the referee.
- c) In the event the piston displacement exceeds the allowable limitations, the rider or the machine will be suspended for one year and forfeit any accumulated points.
- d) Any rider that refuses to have his machine inspected will be treated the same as if the machine was found to be illegal. Either would result in disqualification and forfeiting any point accumulated up to now.

ARTICLE 8

MACHINE CLASS

1. Motocross machine classes for each HCMA season shall be follows:
 - a) Mini Bikes:
 - * **50 Peewee Class**
 - * 50 Peewee bikes shall have a displacement of no more than 55cc.
 - * Single speed automatic only. Any 50cc bike with a shifter will be allowed to leave the shifter on, and use it.
 - * Minimum wheel size 8".
 - * Maximum wheel size 10".
 - * Maximum overall length 55".
 - * **Any 50 Peewee bike that is bought stock is acceptable for the 50 Peewee B class, no modifications allowed for the Peewee B class only.**
 - * All 50 Peewee riders will receive the same plaque, trophy or cup along with the rest of the other classes.

 - * **50 Peewee Jr.**
 - * 50 Peewee Jr. bikes shall have a displacement of no more than 55cc.
 - * Minimum wheel size 8".

- * Maximum wheel size 12".
- * Maximum overall length 55".
- * All 50 Peewee Jr. riders will receive the same plaque, trophy or cup along with the rest of the other classes.

- * 60 Mini A and B Class bikes shall have a displacement of 57cc-72cc. Minimum 12" Drive Wheel.

- * 80cc A, B and C Class bikes shall have a maximum displacement of 85cc as per OEM.

- * **Four stroke 150R bikes (i.e. Honda CRF150R) may only run in the supermini class.**

- * **For the sake of time, all Mini classes may be run together if there are less than 10 bikes signed up in any class. In such case the bikes will race for 10 minutes. They will be scored and awarded separately.**

- b) Beginner Class 125cc and up. This class is for first year riders only.
- c) Junior Classes are 125cc, 250cc, and Open Junior.
- d) Intermediate Classes are 125cc, 250cc, and Open Intermediate.
- e) Pro-am Classes are: 125cc, 250cc, and Open Pro-am.
- f) Sportsman, Veterans, Senior +40 and Masters +50 may have any displacement over 85cc.
- g) Woman's Class may ride any size bike with a minimum 14" drive wheel.
- h) ATV Classes are: 1) Intermediate and Pro-am and 2)ATV Jr. and ATV Women's.
 - Pro-am and Intermediate**-200cc and up. Advancement rules apply.
 - ATV Jr.**-8-16 years old, 200cc 2 stroke machines and under or 70cc- 350cc 4 stroke. No advancement.
 - ATV Women's**-no age limit, no advancement. 350cc and under machines.
- i) Senior +40 classes: Pro-Am & B age 40 and older.

- j) Veteran classes are Veteran, Veteran Intermediate and Veteran Pro-am; age 30 and older.
- k) Vintage class may use any size bike, 15 years old or older.
- l) Senior 50+ classes: age 50 and older

1. All Mini, Beginner, Junior, Intermediate, Pro-am and ATV classes are to meet the following displacement ranges:

50 Mini	No more than 55cc
60 Mini	Between 57cc to 72cc
80 A	Between 71cc and 85cc (150cc for 4 Stroke)* See above ruling for machine classification*
80 B	Between 71cc and 85cc (150cc for 4 Stroke)* See above ruling for machine classification*
80 C	Between 71cc and 85cc (150cc for 4 Stroke)* See above ruling for machine classification*
Super Mini	Between 80cc and 111cc (150cc for 4 stroke)* Only class CRF150R legal to run in
Beginner	Between 125cc and over
125 Jr.	Between 112cc and 144cc (250cc for 4 Stroke)
125 Int.	Between 112cc and 144cc (250cc for 4 Stroke)
125 Pro-am.	Between 112cc and 144cc (250cc for 4 Stroke)
250 Jr.	Between 127cc and 251cc (250-450cc for 4 Stroke)
250 Int.	Between 127cc and 251cc (250-450cc for 4 Stroke)
250 Pro-am.	Between 127cc and 251cc (250-450cc for 4 Stroke)
Open Jr.	Between 125cc and over
Open Int.	Between 125cc and over
Open Pro-am.	Between 125cc and over
ATV	Minimum 200cc and over
Vintage	No cc limit.

- 2. A machine cannot be bored to more than 80/1000th over stock.
- 3. A smaller displacement bike may not be ridden in a large displacement class, i.e. an 80cc bike may not be ridden in a 125c, class.
- 4. All machines must be event registered and paid for each class run. If a "back-up" machine is used, according to the provisions of Article VII, Section 6, an additional entry fee is not required.
- 5. **If less than 10 machines register in a class, they may be combined with another class, but will be scored and awarded separately.**

6. All machine classes that are combined will be stagger started.

l) 250 two stroke bikes can ride in the 125 classes and 250F's can ride in the 250 class.

ARTICLE IX

HCMA RIDER CLASSES

All age limits take effect as of January 1st of the current race season. This applies to all riders.

1. Rider classes for each HCMA season shall be as follows:

50 Peewee (A & B): Riders may compete on a Suzuki JR, Yamaha PW, Honda or similar bike. Rider age limit shall be no younger than 5 years of age, and no older than 8 years of age as of January 1st of the current race season. If required by Referee or Events Clerk, rider must present proof of age. When a 50 Peewee "B" Class Rider has received 125 points and one moto win, from HCMA sanctioned points events, the rider will automatically be advanced to the 50 Peewee "A" Class.

50 Peewee JR (A & B): Riders may compete on a LEM, KTM, ACTION or similar bike. Rider age limit shall be no younger than 5 years of age, and no older than 8 years of age as of January 1st of the current race season. If required by Referee or Events Clerk, rider must present proof of age. When a 50 Peewee JR "B" Class Rider has received 200 points and two moto wins, from HCMA sanctioned points events, the rider will automatically be advanced to the 50 Peewee JR "A" Class.

60 MINI B CLASS: Rider age limit shall be no older than 11 years of age as of January 1st of the current race season. If requested by Referee or Events Clerk, the rider must present proof of age. When a 60 Mini B Class Rider has received 200 points and two moto wins, from HCMA sanctioned points events, the rider will automatically be advanced to the 60 Mini A Class.

60 MINI A CLASS: Rider age limit shall be no older than 11 years of age as of January 1st of the current race season. It requested by Referee or Events Clerk, the rider must present proof of age.

80 C CLASS: When an 80 C rider has received 150 points and two moto wins, from HCMA sanctioned points events, the rider will be required to advance to the next higher class. Rider age limit shall be no older than 15 years of age as of January 1st of the current race season. If requested by Referee or Events Clerk, the rider must present proof of age. Winning a qualifier will be counted as a moto win.

80 B CLASS: When an 80 B rider has received 200 points and two moto wins, from HCMA sanctioned point's events, the rider will automatically advance to the next higher class. Rider age limit shall be no older than 15 years of age as of January 1st of the current race season. If requested by Referee or Events Clerk, the rider must present proof of age.

80 A CLASS: Rider age limit shall be no older than 15 years of age as of January 1st of the current race season. If requested by Referee or Events Clerk, the rider must present proof of age. An 80 A Class rider may also be allowed to participate in any junior event held on the same day.

SUPERMINI CLASS: Rider age limit shall be no older than 15 years of age as of January 1st of the current race season. If requested by Referee or Events Clerk, the rider must present proof of age.

BEGINNER: First year riders ONLY. When a Beginner rider has received 200 points and two moto wins, from HCMA sanctioned points events, the rider will be required to advance to the next higher class.

125 JUNIOR: New riders and Beginner riders from last year. When a junior rider has received 150 points and two moto wins, from HCMA sanctioned points events, the rider will be required to advance to the next higher class. Winning a qualifier will be counted as a moto win.

250 & OPEN JUNIOR: New riders and Beginner riders from last year. When a junior rider has received 200 points and two moto wins, from HCMA sanctioned points events, the rider will be required to advance to the next higher class.

INTERMEDIATE: When an Intermediate rider has received 250 points and three moto wins from HCMA sanctioned points events, the rider will be required to advance to the next higher class. Any Intermediate rider may ride the Pro-am class on a temporary basis, but will not receive finish points or money.

PRO-AM: Open to any rider.

VETERANS +30: Open to rider's 30 years of age and older as of January 1st of the current year. A Veteran may ride any displacement machine over 85cc. Veterans may ride in this class on the date of their 30th birthday after presenting a copy of their birth certificate to the Events Clerk. A veteran may ride any 125cc, 250cc classes. +30 may ride down 1 class level (i.e. +30 pro-am may ride 125, 250 or open intermediate) provided he has never advanced out of the other class level.

+40: Open to rider's 40 years of age and older. Senior +40 may ride any displacement machine over 85cc. Senior +40 may ride in this class on the date of their 40th birthday after presenting a copy of their birth certificate to the Events Clerk. +40 may ride down 1 class level (i.e. +40 pro-am may ride 125, 250 or open intermediate) provided he has never advanced out of the other class level.

+50: Open to rider's 50 years of age and older. Masters +50 may ride any displacement machine over 85cc. Masters +50 may ride in this class on the date of their 50th birthday after presenting a copy of their birth certificate to the Events Clerk. Masters +50 will stager start with the Senior +40. +50 may ride down 1 class level (i.e. +50 pro-am may ride 125, 250 or open intermediate) provided he has never advanced out of the other class level.

SPORTSMAN: For street legal bikes only. NO MOTOCROSS BIKES. Bikes must be equipped with a U.S. Forest Service approved spark arrestor and come with factory installed lighting coil as per MSO. Motocross bikes converted to enduro will NOT be allowed. (If there is any question the Referee can make the final decision.) The intent of this class is so local one-time riders have a chance to compete, without having to compete with first class racing bikes. No Sportsman rider can hold a current HCMA card in any other class. To be eligible to ride in the Sportsman class you cannot hold a Pro-am card from the prior race year. If you held a Junior or Intermediate card from the prior race year you may ride as a Sportsman.

WOMAN'S: This class is for females only. Woman's Class participants may ride any displacement machine, 80cc and up, street legal and motocross bikes. The Woman's class will race alone and will not be combined with any other class.

ATV: Bike displacement of 200cc (2 stroke) and over. Any ATV rider may ride any two-wheel class. When an ATV rider has received 200 points and two moto wins from HCMA sanctioned point's events, the rider will

automatically advance to the next higher class. Will stager start with ATV Pro-am.

ATV Jr. Bike displacement between 70cc-350cc for 4 strokes or 200cc and under for 2-strokes. Riders age 8-16. There is no advancement out of this class. Will stager start with the ATV women.

ATV Women Bike displacement of 350cc and under. There is no advancement. No age limit for this class. Will stager start with the ATV Jr. riders.

ATV PRO-AM: Bike displacement of 200cc (2 stroke) and over. Any ATV Pro-am rider may ride any Intermediate or Pro-am two-wheel class. Will stager start before ATV.

VINTAGE: Any bike displacement, bike must be 15 years old or older. Proof of age of the bike must be shown on the fork or by M.S.O. No rider age limit.

2. Any rider may advance to the next higher class upon surrender of current HCMA race card with completed registration form at no additional fee. Early advancement to a higher class will require forfeiture of points toward previous class championship.
3. Once a rider has registered and ridden in a higher HCMA sanctioned class, the rider may not return to the lower class unless the rider has been out of competition for three or more race seasons. The rider must then petition to return to the lower class by contacting the Referee or Event Clerk and advising them in writing of their intention. The Referee or Events Clerk will then contact each rider in the class at the current race and a decision will be made. The rider is not allowed to contact any person except the Referee or Events Clerk regarding the petition to return to a lower class. Only after the rider receives written permission from the Referee can the rider drop to the lower class, with the exception of dropping into the Junior Class. This must occur at the beginning of the race season. Once you move out the Junior class you will not be allowed to ride in a Junior class unless there are extenuating circumstances given to the HCMA Referee and the class is petitioned.
4. If a rider is required to move to a higher class, the rider will not be required to pay an additional HCMA membership registration fee.
5. No rider will be allowed to participate in two classes (i.e. Junior and Intermediate), with the exceptions; that 80A, 80B, +30, +40 or +50 class riders may participate in any junior or Intermediate event held on the

same day. However, any rider participating in more than one Junior or Intermediate class who advances to the next higher class in one class will be allowed to ride the remainder of the year in the lower class in order to attempt to advance in that class also. In the event the rider does not advance prior to the end of the year in that class for the next race season. Any rider must register in the highest level reached at the beginning of the following season.

6. The referee/HCMA officers have the ability to move a rider up or down from the current class they are racing in. The will be done after consulting the HCMA officials for a consensus.

ARTICLE X

EVENT SCORING

A. Rider award ratio:

1 to 3 Riders Awarded 1 Place
4 to 5 Riders Awarded 2 Places
6 to 8 Riders Awarded 3 Places
9 to 12 Riders Awarded 4 Places
13 to 15 Riders Awarded 5 Places
16 to 18 Riders Awarded 6 Places
19 to 21 Riders Awarded 7 Places

ALL 50 and 60 Mini riders will receive the same award as all other riders.

2. If trophies are unavailable at the time of pay off, the sponsoring club must mail the trophies to the winners, at that club's expense, within 30 days following the event.
3. Trophies:
 - a) All entry fees shall be used to purchase trophies awarded. Trophy costs cannot exceed \$20.00 per average trophy. Trophy costs exceeding the above mentioned average will be borne by the sponsoring club. A receipt for trophy costs must be presented to the Events Clerk prior to computing the events pay off.
 - b) There will be a 15" minimum on all 1st place trophies and a 10" minimum height on all 7th place trophies and all other places will be adjusted accordingly.

- c) The tracks have the choice of awarding trophies, plaques or cups. The 50cc and 60cc classes are to receive the same as all of the other classes. The Trophies, plaques or cups must meet the \$20.00 minimum requirement.
 - d) All ATV trophies must have an ATV on them.
 - e) It is the rider's responsibility to pick up their trophy/trophies on race day, unless other arrangements have been made. It is the clubs' responsibility to get any trophies to the riders that were not available on race day.
4. The Referee or other HCMA Official will inspect each track before the day's events begin. If he determines that the track was not prepared in accordance to HCMA requirements for rider and spectator safety, the sponsoring club will not be allowed to keep any rider gate fees. Instead, those gate fees will be placed into the HCMA treasury to be used for championship awards at the end of the year.
- a) HCMA schedule for distribution of award monies. See table.

b) Payback for cash payback classes shall be awarded for each moto as listed below:

Pro-am entry fee less HCMA/club fees \$35.00	Amount to club	Amount to HCMA
125 Pro-am	8.00	5.00
250 Pro-am	8.00	5.00
Open Pro-am	8.00	5.00
+30 Pro-am	8.00	5.00
+40 Pro-am	8.00	5.00
+50 Pro-am	8.00	5.00

The remaining \$22.00 will be placed into Pro Pay out. All pro payout will be paid out each weekend on a per moto basis. Pro classes will be paid out 100% of the remaining money left after HCMA and club fees.

- 5. Any person receiving cash or trophy awards, as the agent of the actual awards winner, must present acceptable personal identification and sign for having received the award in the name of the actual winner.

6. HCMA CHAMPIONSHIP AWARDS:

- a) Champions will be determined each race season based upon total championship points earned and will be presented with an HCMA award trophy and/or jacket. Only HCMA members are eligible for HCMA awards.
- b) Rider payback ratio is the same as the Table on page 28.
- c) For final state championship awards, a rider must compete in 60% of all HCMA sanctioned events during the year. The 60% must be in one class unless the rider has moved up under the advancement rule.
- d) Riders do not have to advance to the next highest class to be eligible for championship awards. When advancing to the next higher class, the HCMA championship is determined by the total number of points accrued in the advanced class. All classes will accrue championship points for those events designated as HCMA sanctioned point's events. In the event of a tie (see Article 11, Section 2K).
- e) The HCMA runners-up in all classes will be recognized and awarded HCMA trophies based upon the rider award ratio as defined in Article X, Section 1.
- f) At the end of the year, the Pro-am champions will be recognized and awarded the same as all amateur riders, (trophies, jackets).
 - I. Championship awards (trophies and jackets) will be purchased on bid by the H.C.M.A. from within the State of Montana. The 1st place trophies shall be at least 40" tall and the 7th place trophies shall be at least 22" tall. The trophies will be quality trophies. The bidder shall supply a sample 1st place trophy and jacket to the Board for examination prior to the last race of the season. The successful bidder shall be responsible for delivery and set up at the HCMA banquet.
- g) Woman's A & B receive trophies.
- gh All ATV's & ATV Pro-am will be awarded trophies with an ATV on top.
- h) Track of the year and Dealer of the year ballots will be sent out with the banquet letters to be voted on.

- i) The annual HCMA awards banquet must be held on a Saturday night. Any club who wishes to hold the awards banquet must notify the Events Clerk by the date of the first race of the current race season. If more than one bid is received, the location of the banquet will be determined by a rider vote at the first race. The Events Clerk and the club hosting the annual banquet must notify all HCMA members of the time and place of the annual awards banquet, 30 days prior to the event.
- j) For the year end awards the riders will have the option of receiving a plaque instead of a trophy. If the events clerk is not notified the rider will receive a trophy.
- k) Any left over HCMA monies at year end will be deposited into the equipment fund.

Place	Award 1	Award 2	Award 3	Award 4	Award 5	Award 6	Award 7	Award 8	Award 9	Award 10	Award 11	Award 12
1st	100%	66%	44%	37%	31%	33%	30%	28%	27%	25%	24%	23%
2nd		34%	32%	28%	25%	23%	22%	21%	20%	18%	18%	17%
3rd			24%	20%	18%	17%	16%	15%	15%	14%	13%	13%
4th				15%	15%	13%	12%	12%	12%	10%	10%	10%
5th					11%	9%	10%	9%	8%	8%	8%	8%
6th						5%	6%	6%	6%	7%	7%	7%
7th							4%	5%	5%	6%	6%	6%
8th								4%	4%	5%	5%	5%
9th									3%	4%	4%	4%
10th										3%	3%	3%
11th											2%	2%
12th												2%

ARTICLE 11

HCMA EVENT SCORING

1. The sponsoring club or organization of each HCMA sanctioned event must complete the HCMA official entry form showing complete race results and contestants name and rider number for each rider class. The original copy of these results must be presented on race day, upon

request, to the Points Clerk, or mailed to the Clerk no later than one day following the event.

- a) All monies due the HCMA together with the second copy of the race results must be presented on race day, upon request, to the Events Clerk, or mailed to the Clerk no later than one day following the event.
- b) Failure to comply with this requirement may give cause to immediate suspension of the club HCMA sanction and require forfeiture of those HCMA points earned by riders attending the event.

2. The AMA scoring system will be used to determine both event winners and state championship winners.

1st Place - 25 Points	11th Place - 10 Points
2nd Place - 22 Points	12th Place - 9 Points
3rd Place - 20 Points	13th Place - 8 Points
4th Place - 18 Points	14th Place - 7 Points
5th Place - 16 Points	15th Place - 6 Points
6th Place - 15 Points	16th Place - 5 Points
7th Place - 14 Points	17th Place - 4 Points
8th Place - 13 Points	18th Place - 3 Points
9th Place - 12 Points	19th Place - 2 Points
10th Place - 11 Points	20th Place - 1 Point

- a) First place will receive a maximum of 25 points regardless of the number of riders registered.
- b) All riders finishing beyond 20th place will receive 1 point.
- c) All DNF's will receive 1 point, providing the rider and machine were on the starting line at the beginning of the moto.
 - I. To receive finish points, a rider must complete more than 50% of all laps scored and be on the score sheet as such.

Example:

- 3 lap race you must complete 2 laps
- 4 lap race you must complete 3 laps
- 5 lap race you must complete 3 laps
- 6 lap race you must complete 4 laps
- ETC.

All 50 Mini riders will receive finish points as long as they finish 1 lap. A decision may be made to determine if the rider was capable of completing more than 1 lap.

- II. All motos will start 2 minutes after the first place rider has crossed the finish line. The exception being if the ambulance is needed or there is a hazard on the track. Tracks, which are not completely visible from all locations, should have 2 way radios to advise the Referee when the track is cleared. The moto may be held up at the discretion of the Referee.
 - III. If motos are to be cut; this decision is made by the discretion of the Referee and the officers.
- d) The combined points earned per moto shall determine the event winners. In the event of a tie in points, the rider receiving the highest finish points in the last moto shall be declared the winner. Pro-am riders are scored and awarded for each moto.
 - e) If a rider who takes a moto win is disqualified, all riders will move up and the moto win will be given to the second place rider respectively.
 - f) The rider receiving points in one moto, but failing to participate in another moto, does not forfeit points earned in the one moto.
 - g) In the event only one moto is run for the day, the riders will receive points and moto wins for one moto only. Pro-am will be paid for both motos according to their finish in the one-moto run; however, they will only receive points for one moto.
 - h) To receive finish points the rider and machine must cross the finish line, unaided, at the same time.
 - i) Any rider who is injured and continues to ride and becomes a hazard to other riders or himself will be black flagged and removed from the track they will not be disqualified unless they fail to comply with the black flag. Any rider that cannot keep up with the class they are riding in will be pulled off the track. The rider will not be allowed to ride in that class for the remainder of the day. This will include all classes.
 - j) The rider receiving the most points throughout the year from participating in those HCMA events scheduled as points events, shall be declared the champion for that particular class. Refer to Article X, Section 6.

k) In the event of a tie in points at the end of the year, the rider with the most moto wins will win the class. The Points Clerk is responsible for computing all points.

3. Score sheets can only be removed from their posted location by an HCMA official – **NO ONE ELSE!!**
4. Beginning in 2008 transponders will be used at the races. The primary scoring system will remain with lap counters. The HCMA will purchase a lap top, transponder box and transponders to get the system started. The HCMA will continue to use the transponders the best we can until there is enough money in the transponder account. At that time we will be converting over to running the transponders exclusively.

ARTICLE 12

COMPETITION EVENT PROCEDURES

1. The sponsoring club is responsible for conducting all HCMA sanctioned events according to the rules and bylaws of the HCMA.
2. Event Schedules: The times as listed herein should be followed as closely as possible. The number and length of motos must be adhered to and so stated on the sponsoring club event announcement program
3. The sponsoring club must provide people for signup the night before the race beginning at 6:00pm until 9:00pm and the day of the race from 6:00am until 7:00am. Times may be altered slightly by the Events Clerk.
4. Alterations to the race day schedule must be voted on by the Board of Directors present at the race.
5. There will be a rider meeting at 0645. The location will be determined by the Referee. The assistant referee should be acknowledged at this time. Practice will start at 0700.
6. If the sponsoring club determines that there is an excessive number of riders signed up, so that rider safety cannot be insured, qualifying motos will be run in the following manner and shall consist of three laps each. The Referee and Events Clerk will draw the rider's numbers randomly for the qualifying motos. The Referee has the final decision on how many riders will advance to the Main.
 - a) Two qualifiers will immediately follow practice, with the top 15 riders from each qualifier to go to the main moto. The riders in the first two

qualifiers shall receive moto wins but no finish points; however, the riders not advancing to the main event will receive 1 finish point.

b) One consolation moto to be run at the time the first regularly scheduled moto for that class would have been run, and consisting of all riders who placed past 15th in the qualifiers. These riders will not receive moto wins or finish points; however, the riders not advancing to the main event will receive 1 finish point.

c) Riders in the final moto will compete for trophies (money) and double points for that moto and one moto win.

7. If two classes are combined, the longer moto time will be used. Accommodations can be made when time is a factor.

8. Riders may pick up trophies for 30 minutes after the final results for that class have been posted. Sponsoring clubs are not responsible for trophies left uncollected on race day.

9. Protests may be made by riders only in the class they are riding in, and an official protest form must be signed by the rider and two witnesses (not related to the rider) accompanied by a \$50.00 cash fee. This fee will be kept by the HCMA if the protest is ruled against. Protests must be in writing, within 30 minutes of the grievance or posting of results. Protest forms must be presented to the Referee or the Assistant Referee. The Referee will review all protests and Board Members present before a decision is made. If the decision is in favor of the protesting party, the protest fee will be refunded. If the decision is against the protesting party, the protest fee will be retained by the HCMA. Protest forms are located in each rulebook. (Protest forms may be obtained from the referee.)

10. Starts:

a) All starts are to be made with a double rubber band system or mechanical starting gate. Flag only starts are prohibited. Care must be taken to prevent the rubber band from rebounding into the path of the starting riders (use hay bales). A rubber band starting gate shall have the rubber band at a reasonable height (36 inches). The starting line must be at least 100 feet wide.

b) If a ditch is used at the starting line, the ditch must not be over six inches deep.

c) All riders must be up to the gate when the 30 second board goes up. **NO RUNNING STARTS.**

- d) No tools (shovels, hoes, rakes, etc.) are allowed to be used by the rider, pit crew, etc. to gain a better start, **in front of or behind the starting gate.**
- e) It is required to have at least 50 yards from the starting line to the first corner. The first corner must be at least 40 feet wide. The starting line must separate from the track and shall be designed and located so that a corner on the track does not create a berm. The finish line must be located on a straight section of track. There shall not be an obstacle closer than 30 yards beyond the finish line. This section may be amended by the HCMA Referee should it be determined that the physical terrain will not accommodate provisions.
- f) A race may be restarted if there is a malfunction of the starting gate or at the Referee's discretion.
- g) When the Referee signals the starting lineman a 30 second board will be shown for 30 seconds, turned sideways, the gate will be released between 5 and 10 seconds.
 - I. When the 30 second board is displayed no one is allowed on the starting line except the rider and his machine.
 - II. If your bike stalls on the starting line you will have 5 minutes to restart it, before the race is started.
- h) If a race is stopped for any reason, with less than 60% of the race having been completed the race must be considered void and restarted. If the race is stopped with 60% or more of the race having been completed, the race will be considered as finished with the rider standing computed based upon the riders' position at the time the race was stopped.
- i) The penalty for "jumping the start" or letting the rubber band touch a rider's bike shall be forfeiture of one lap. (This includes moving your bike ahead of the rubber band, whether the band is touching your bike or not.) The Referee is responsible for enforcing this requirement by immediately advising the lap scorers of the infraction. A rider who jumps the start will be notified that he is docked one lap by the Referee or finish line flagman with a pit board no later than the third lap. This rule does not apply to backward failing, individual starting gates.
- j) The penalty for "cutting the course" shall be disqualification for the day unless the Referee factually determines from all possible witnesses and upon clear investigation that:

- (i) The infraction occurred as a measure to prevent immediate collision or injury to another rider.
 - (ii) The protested rider did not gain a lineal advantage, gain a time advantage, or pass another rider before or during the process of leaving the marked course.
 - (iii) To avoid disqualification the rider leaving the course should return to the location he left and re-enter the race.
- k) Cement pads may be swept off using your own broom. They must be swept only to the rear of starting line. No sweeping to the side. Violation of the rule will result in the rider being docked one lap.
11. No race or pre-race practice shall be conducted without an ambulance and a certified first-aid attendant present, or as an alternative two EMT's with the necessary equipment, including a backboard, having radio contact on EMS with the local ambulance service. An ambulance must be on site during the race. The ambulance personnel or EMT's shall remain with the ambulance and be visible to the Referee at all times. All races must be stopped before an ambulance enters the track area. If the ambulance or EMT's are not on the track by the scheduled practice time the sponsoring club will be fined \$50.00 to be put in the H.C.M.A. treasury for year end championship awards.
12. The HCMA will purchase and maintain a radio for the EMT's so that the ambulance crew can be in constant contact with the referee. The referee or other official will make the determination of whether or not an ambulance is needed at the scene of the incident. **The flaggers are NOT allowed to call for the ambulance.**
13. For rider and spectator safety the following provisions must be made:
- a) The sponsoring club must make every reasonable effort to control the dust and prepare the track surface. The HCMA Referee will inspect all tracks before the races begin to determine if they meet HCMA requirements for rider and spectator safety.
 - b) A man-made water hazard cannot be located on a high-speed part of the course. Every attempt should be made to slow the track for natural water hazards.
 - c) Spectators must be kept off the course by using both physical barriers and flagmen at those location of the spectator concentration. Proper

fencing and signs must be used to keep spectators off the track and the sponsoring club must provide personnel to enforce this rule.

- d) No hard or unyielding objects, that may be potentially dangerous to riders' safety, shall be located near track areas without being adequate padded or covered. To be determined by the Referee. Hay bales need to be lower than the handle bar height of an 85.
- e) Parked autos must be at least twenty feet from the edge of the track.
- f) It is suggested for tires in marking the course boundaries to not be buried, but placed in a manner and location not hazardous to riders' safety.
- g) Starting lines must be at least 100 feet wide.
- h) The sponsoring club must provide pit parking the night prior to the race. This parking must be situated so that the riders are not required to move the morning of the race.
- i) The sponsoring club must provide at least 10 clean toilets with plenty of supplies and a number of garbage cans.
- j) The sponsoring club must provide yellow flags, which are highly visible, clean and bright. The sponsoring club is responsible for schooling their flag people on the proper use of the flags. Please refer to the Brett Downey Safety Foundation manual located in the back of the rulebook.
- k) The starting line and finish line should be close to help speed the race day.
- l) Flagmen are required for both practice and the races and are to be located well in advance of each point of potential rider's hazard. Flagmen selected by the clubs must be MATURE, RESPONSIBLE and remain alert and on duty throughout the time riders are on the track. All Flaggers must be at least 16 years of age, and must sign a waiver, provided by the sponsoring club. If the flagger witnesses passing under a yellow flag they are to report it to an officer right away.
- m) **Pit riding is allowed from the racers pit to the starting line and from the finish line back to the racers pit. Rider must wear a helmet and needs to be the rider of the bike. The bike must ride in 1st gear only. No passengers no pit bikes, no pit carts and no**

scooters can be ridden in the pits by anyone. The Referee, Points Clerk, Scorekeeper, Events Clerk, President or Vice-President may disqualify a rider for the entire day for an infraction of this rule, with no refunds.

- n) No practice starts after a rider has been staged for his event. Riders are not to practice or race after the conclusion of their event.
- o) Alcoholic beverages are NOT allowed in the pit area. The pit area will include the starting line and the staging areas. No alcohol in the staging area or the starting line area.
- p) NO RIDER (with the exception of minis and women) can receive outside assistance, except for safety reasons, unless this assistance is in the designated mechanics area to be announced at each riders meeting. Minis who can receive outside assistance include 50, 60, and 80's but not the supermini class. Riders are not allowed to use helmet radios.
- q) Tracks will be given a 30 minutes of optional track maintenance during the race day.

14) OFFICIAL FLAGS:

GREEN - Start of race.

WHITE - One lap to go to finish.

YELLOW - Danger on the track.

RED - Stopping of race for an emergency situation.

BLACK WITH 1" WHITE BORDER - Disqualification of individual rider.

****Report to Referee at once****

BLACK WITH RED CROSS - Ambulance Flag, indicates when an ambulance is on the track. Only displayed when an ambulance is needed.

BLACK AND WHITE CHECKERED FLAG - Finish, end of race.

- r) **Watering the track during the motos is prohibited and will be enforced with a \$50.00 per incident fine. Watering between the motos shall be allowed only as directed by the Referee. The Referee shall have the discretion on watering at any time based on track conditions and the available watering system. Any watering done shall be supervised by the ref, or one of the officers.**

Article 13

DISQUALIFICATION

You could be disqualified for the day for not obeying the following rules:

- a) Riding without a helmet.
- b) There will be a limit to noise in the pits the night prior to a race. Quiet hours will be from 10:00pm to 6:00am. Any official can enforce disqualification for any infraction of this rule.
- c) The rider is responsible for the conduct of his/her parents, pit crew or anyone else associated with the rider. This includes the night prior to a race.
- d) Indecent Conduct
- e) Willful destruction of property.
- f) Use of drugs or alcohol.
- g) Practicing at any time other than your designated practice time.
- h) **Racing, passing or jumping within 50 feet of a yellow flag being displayed.**
- i) There will be no refunds if you are disqualified for any reason.
- j) **Pit riding infraction – 1st offense you will push you bike to the starting line and from the finish line for 2 races. The 2nd offense is the same as the 1st offense and loss of points for the day (in all classes entered). The 3rd offense will result in suspension for the rest of the year.**

You could be permanently disqualified for the following reasons:

- I) Physical abuse of any HCMA officials.
- II) Harassment of any HCMA officials, other riders or their family members,
- III) Harassment of workers associated with the sponsoring club.

- * Harassment as listed above shall be interpreted to mean physical and or verbal abuse of any kind.

IV) Any rider allowing another rider to use their card will result in both riders being disqualified for a period of one year from the date of the infraction. If there is a second incident both riders will be permanently disqualified.

Article 14

Cancellation of Races

- a) Should an event be officially cancelled due to inclement weather, the HCMA Events Clerk must be so advised no later than two days prior to the first scheduled race. If riding conditions are uncertain and the event has not been officially cancelled, then, with 20 riders present and voting to continue, the race, points or non-points, will be held as scheduled.
- b) Should an event be cancelled for a reason, the calendar or point's event may not be rescheduled with HCMA sanctions, until approved by the HCMA Board Members and announced to all HCMA sanctioned clubs two weeks prior to the re-scheduled event.
- c) If a race is cancelled the reschedule will be allowed on the next open weekend allowing for more than three races in a row.

Article 15

Non-Points Races

- a) The HCMA has no involvement in non-points races. Any club sponsoring a non-points race may not purchase their liability insurance through the HCMA. If a sponsoring club desire to place their non-points race on the HCMA calendar they will be charged an advertising fee.

Instructional Manual for Caution Flaggers



This manual is intended for
motocross/supercross racing
instruction www.mxsaftv38.org

Introduction: About the Brett Downey Safety Foundation

The Brett Downey Safety Foundation was formed in the loving memory of 11-year-old Brett Downey. Brett lost his life on the morning of August 19th 2004, while participating in motocross, the sport he loved. The Downey family with heavy hearts wanted to do something to help others in the sport of motocross, by increasing the awareness of motocross safety. The Brett Downey Safety Foundation was formed.

The mission of the Brett Downey Safety Foundation is to supplement the motocross community by increasing safety awareness of riders, parents, track owners, and promoters to make the sport of motocross as safe as possible, minimizing injuries and helping to preserve all motocross tracks. Moreover, the Foundation is a non-profit organization lead by a volunteer staff. For more information about the Foundation visit our website www.mxsaftv38.org

With that said, educating caution flaggers with a standardized outline is a very important part of the Brett Downey Safety Foundations' mission for motocross safety.

Responsibility of a Caution Flagger:

You're becoming a "Caution Flagger" because you are an enthusiast dedicated to the sport of motocross and/or supercross racing, want to be involved at the races and promote the integrity and professionalism of the sport. Even though you are the ultimate enthusiast, it is your responsibility to be aware that there are certain elements of risk involved and motorcycle racing is inherently dangerous. Before participating as a caution flagger at any event:

- Assess your own ability
- Assess the racing environment
- Exercise extreme caution

A caution flagger has one of the most important jobs at a motocross/supercross track. They must protect the riders on the track and prevent an accident from escalating. Flagging is a team effort. A successful flag crew must work together. An understanding of the flag system and basic guidelines of a caution flagger will serve as a valuable asset when considering the purpose and responsibility of the caution flagger.

Understanding the flag system:

- Checkered flag - Indicates the end of a race or practice session. Proceed around the course to the designated track exit.
 - White flag - Indicates the final lap of a race. Yellow flag - Indicates serious hazards on or near the track. Proceed with caution. *Must slow down, no passing/jumping*
- White Flag with Red Cross: Indicates that ambulances, safety vehicles or emergency personnel are on the course. Exercise caution. *In Supercross only*, should this flag or a red light be displayed at the start of a multiple-jump or a series of jumps, riders must take each jump individually with no passing

permitted, exercising caution, until they are past the area of concern.

Green flag - Indicates the start of a race or clear track conditions. Black flag - Indicates a problem with your motorcycle or a disqualification. Proceed around the course to the designated track exit. Red flag - Indicates the race has been stopped. Reduce speed and proceed safely to the starting area. Light Blue Flag with Diagonal Yellow Stripe: Indicates you are about to be overtaken by faster riders. Hold your line and do not impede their progress.

White and Green Flags Crossed: Indicates half of total race distance is completed.

Duties and Priorities of a Caution Flagger:

One of the major concerns of a caution flagger is to warn oncoming traffic of any situation that lies ahead. You **MUST** protect yourself before being able to perform effectively. Keep the following in mind at all times:

- Stay Alert - you're not a spectator, concentrate on your area of responsibility.
- Protect yourself- don't put yourself in a position to be involved as part of the incident.
- Position - position yourself accordingly, if at all possible you should be visible to flaggers in either direction at all times.
- Eye Contact - watch the rider's eyes, know and feel confident you can be seen when waving a flag.

Your personal safety should be one of your primary concerns, as well as the safety of your fellow workers. This means that if you are flagging and a crashing bike is heading in your direction, getting yourself and your partner out of danger should be your first concern, flagging the oncoming riders should come later. Return to your positions and priorities when it is clear to do so. If at any time you feel uncomfortable in any location, inform the person in charge immediately.

The flaggers serve as the competitor's eyes, warning riders of hazardous situations by displaying the yellow flag. The flaggers' area

of responsibility is from their flag position to the next station. Flaggers must remain at the flag station at all times when competitors are on the course.

Purpose and Positioning of a Caution Flagger:

- The purpose of flagging is to warn riders of a hazardous situation on or near the track surface and to protect other caution flaggers and downed riders from oncoming riders.
- Your flag covers everything from your position to the next downstream flag.
- The caution flagger should never leave their post while motorcycles are on the track.
- Position yourself in behind a barrier or far off the track facing on coming traffic. NEVER SIT DOWN!!
- Always carry the yellow flag ready for Use. Keep it tucked under your arm, out of the rider's sight.

On-Track Responsibilities of the Caution Flagger:

- Arrive at the racetrack at least one hour before practice begins; be prepared to stay all day.
- Flagging crews should review procedures including flagging, hand signals and incident response before each and every event. (Flagger meeting)
- Never turn your back on a moving motorcycle.
Identify the areas where incidents are most likely to occur.
- Stay in your assigned area unless you are instructed to leave.
- Consistently keep an eye out for debris on the track and/or any irregularities from competing motorcycles.
- Be aware of the persons in your area. SPECTATORS SHOULD NEVER BE ON THE COURSE. Appropriate credentials should be displayed.

PERSONAL Care:

Be prepared for a long day. You might be flagging for up to 10 hours and won't have the opportunity to move around a great deal. Your comfort and attention to your personal needs are important.

Clothing

-Shoes-should be durable and comfortable. Open toes are not acceptable. It is recommended that you wear shoes that will support the ankle and socks not only for comfort but to prevent insect bites.

-Hat-a wide brimmed hat is recommended. Something that will keep your face protected from the elements.

-Dress in layers; it will be easier to adjust to the temperature.

Elements

Consider the weather. You know how quickly it can change. In addition to a rain suit or poncho make sure you have a jacket or heavy sweatshirt. You might even want to consider a change of clothes in case you get drenched. Like any good girl or boy scout would tell you - "BE PREPARED".

Suggested Accessories

- Sunscreen
- Pen and Paper
- Prescription glasses
- Sunglasses
- Hand towel
- Backpack
- Insect repellent
- Lip Balm

Food

Eat properly and drink plenty of liquids. It may not be permissible to have a cooler on site (SX events) but at events where they are permitted, it is suggested you pack a well-stocked cooler with plenty of high-energy producing food, juices and water.

Medical Procedure

The event promoter provides emergency medical teams and ambulance crews. Caution flaggers do not provide medical services to injured riders.

Examples of flagging techniques and situations:

When the yellow flag is waving riders cannot jump and/or pass. If a rider does jump and/or pass on the yellow flag, report that rider's number to a track official.

When a rider crashes it is your job to wave the yellow flag to warn other riders about the crash. Do not assist the rider in anyway; even if the rider is injured. It is the EMT's job to assist down riders.

While flagging, point to direct the riders to a safe path to ride through and avoid the crash.

A flagger must have his/her flag in hand at all times. Do not play around with the flag as a rider may think there's a crash, when there isn't. Keep flags held down along side of you while there's no down rider.

When waving the flag be sure your flag is projected in a clear visible manor. Do not just wave a stick, while the flag is tangled up. The flagger and his/her flag should be clearly visible.

Be sure to be in the proper flagging position: wave the flag a good distance in front of the crash. This allows the riders adequate time to slow down. It's important to know the speed the riders are going and understand a lot of riders ride with their head down.

A flagger must always hold their position until the danger is cleared, even if parents or fans are screaming at you to do something else.

Never leave your post unless instructed to do so. Never assume someone else will flag your area.

Flagging is dangerous, serious injury and/or death can result. Always keep your eyes on the track and be aware of your surroundings. Dirt bikes weigh 250lbs and you do not want to get hit by one.

A flagger must be alert at all times. They must be constantly looking for crashes and troubled areas.

It's very important the flaggers communicate and help each other out. The flagging crew is a team and a successful team is everyone working together.

Be kind to the riders and their parents. They are paying customers and must be treated accordingly.

Conclusion:

We thank you for your efforts of becoming a caution flagger and we appreciate your passion for keeping riders safe.

Brett Downey Safety Foundation