

2017 OMA Rule Book

Effective – January 6, 2017



Welcome to the Ohio Motocross Association-District X!

An organization built by Racers, for Racers. We strive to provide every racer with the best possible racing experience and the most fun for your money. Please read through the following rules, and if you have any questions please contact the appropriate person below. Thanks!

OMA CONTACT INFO:

Mailing address:

Ohio Motocross Association
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Website: www.omxa.net

General questions:

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Jason Rogers: jason@omxa.net

Points questions, please e-mail

Connie Sickels: connie@omxa.net

TRACK INFO:

Amherst Motorcycle Club
www.meadowlarks.50megs.com 440-396-0473

Briarcliff Mx
www.briarcliffmx.com
josborn@briarcliffmx.com
740-763-0935

Chilli Town Mx
www.chillitownmx.com
jeremy@chillitownmx.com
740-701-3675

Malvern Mx
www.racemalvern.com
jtrogers365@aol.com
330-575-0021

Route 62 Mx
www.facebook.com/pages/Route-62-Mx-Track.com
740-404-9240

Summit Indoors
www.summitindoormx.com
summitindoorsmx@yahoo.com 330-806-1286

TV Land
trevorvines@gmail.com
440-577-1964

Western Reserve Motorcycle Club
www.westernreservemc.com
330-332-0818

Locations for each track can be found at:
www.omxa.net/tracks

Please note: Every person entering the track property, for any race or practice, must sign a release form. All children under the age of 18 must have a parent or guardian present. The parent or guardian must sign for all minors entering the premises. NO exceptions will be made!

General Rules and Safety Guidelines:

The following rules are meant to be followed as a guideline. The final decision will be made by the referee.

*Attention- these rules will be enforced at every OMA track for the safety of all riders and spectators.

All riders participating in any OMA event must be a member of the OMA.

All riders under the age of 18 must have a parent or guardian present at all times, and must have a signed release form on file at each of the OMA tracks.

The track referee may request to see proof of age, if a protest against a rider has been created. Therefore having proof of age in the form of a birth certificate or driver's license is required of all racers.

All riders, pit crew, and anyone else assisting the rider at the races must assess the track, facilities, and existing conditions themselves in terms of safety. They must rely on their own judgment and assume all risks of participating in competition in any manner.

The rider is responsible for his/her pit crew. Actions by a rider, family member, guest, or pit crew member that may result in a penalty to the rider, including disqualification, include but are not limited to: threatening or striking another rider, spectator, or any other person; excessive foul language; unsportsmanlike behavior; any violation of track rules.

There is absolutely NO PIT RIDING at any of the OMA tracks. (Penalty to the rider, including disqualification, may result if this rule isn't followed by every member of the

family, pit crew, or guests.) However, pit vehicles can be used to access restrooms, shower houses and any areas further than 500' from pit areas, provided the driver/rider is 16 years or older, and can do so responsibly and slowly. All other uses will be deemed as pit riding will result further action by the OMA.

Riders are permitted to ride to staging from their pit area and from the track to their pit area after their race only. All riders must do this in 1st gear at just above an idle. Anyone who cannot do this in a controlled manner will be disqualified from the event and asked to leave the facility.

All riders must wear a DOT approved helmet!

All riders must wear promoter approved boots. (If you do not have motocross boots, please have your boots approved at sign up)

All riders must wear eye protection, long sleeves, and pants.

All quads must be equipped with a working tether switch. (If you do not have one, you will not be permitted to race!)

All bikes must be equipped with a working kill switch that is mounted to the handlebars. (If you do not have one, you will not be permitted to race!)

All ATVs must have legible numbers on the front number plate (bumper) and rear number plate (grab bar). Numbers must be a minimum of 6" in height. (If the scorekeepers can't see your number, they can't score your race.)

All bikes must have legible numbers on the front number plate and on both sides of the bike. Numbers must be a minimum of 6" in height. (If the scorekeepers can't see your

number, they can't score your race.)

MX/Faircross Classes:

Class eligibility:

A rider's age as of January 1 determines class eligibility for the entire year. However, if the rider becomes eligible for higher age division class during that year, he/she can move up to the next age division during that year after showing proof of his/her birthday, but he/she is no longer eligible for the younger division at that point.

Bike Classes:

<u>Class</u>	<u>CC Limit</u>
<u>50cc Shaft Drive</u> Ages 4-8, PW50 Class Single-speed automatic. 2-stroke oil-injected. Maximum (adjusted length) wheelbase = 36 inches. Maximum wheel size = 10 inches. Maximum seat height = 22 inches. No larger than 12mm round intake.	0-51cc

<u>50cc Junior</u> Ages 4-6 Single-speed automatic. Maximum (adjusted length) wheelbase = 36 inches. Maximum wheel size 10 inches. Maximum seat height = 24 inches. No larger than 14mm round intake.	0-51cc
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<u>Class</u>	<u>CC Limit</u>
<u>50cc Senior</u> Ages 7-8 Single-speed automatic. Maximum (adjusted length) wheelbase = 41 inches. Maximum wheel size = 12 inches. Retrofitted 12-inch wheels are permitted on all class 2	0-51cc

motorcycles. OEM parts must be used. No larger than 19mm round intake.

All carburetors are to be original equipment. The intake side of the cylinder/output side of the carburetor must have an opening no larger than the above-mentioned size for that class. The opening must be a round opening. An oval shaped opening is NOT acceptable. The restriction must be a minimum of 4mm thick. The hole must have square corners (no radius of chamfer on either side)

Seat height will be measured at the lowest part of the top of the seat.

<u>50cc Open</u> Ages 4-8 Open to all 50cc machines	0-51cc
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<u>65cc Junior</u> Ages 7-9	59-65cc
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<u>65cc Senior</u> Ages 10-11	59-65cc
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<u>65cc Open</u> Ages 7-11 Open to all 65cc machines	59-65cc
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<u>85cc Junior</u> Ages 9-11 2-stroke 79-85cc* 4-stroke 75-150cc * *Small wheel only	
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<u>Class</u>	<u>CC Limit</u>
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85cc Senior
Ages 12-15
2-stroke 79-85cc*
4-stroke 75-150cc *
*Small wheel only

Super Mini
Ages 10-16
2-stroke 79-112cc
4-stroke 75-150cc

Schoolboy 122-250cc
Ages 12-16
No 250 2-strokes or any "A class, Money/Pro class" racers allowed.

Women 99cc-250cc
Ages 13+

2-stroke 122-Open
Ages 12+
*Must be 14 years old to race 250cc 2 stroke

125cc 2-Stroke 100-150cc
10+
*Must be 12 years old to race 125cc or higher

Collegeboy 122cc-open
Ages 16-24

250 A 122-250cc
Ages 16+

250 B 122-250cc
Ages 12+
* Must be 14 years old to race 250cc 2 stroke

250 C 122-250cc
Ages 12+
*Must be 14 years old to race 250cc 2 stroke

Class CC Limit

Open A (Pro Bike) 122cc-open
Ages 16+

Open B 122cc-open
Ages 14+

Open C 122cc-open
Ages 14+

Open D 122cc-open
Ages 12+ (only allowed to race this class, no second class)
*Must be 14 years old to race 250cc 2 stroke
*Must be 14 years old to race 450cc 4 stroke
*No Year End Points

Plus 25 122cc-open
Ages 25+

Vet Plus 30 122cc-open
Ages 30+

Vet Plus 30C 122cc-open
Ages 30+, Cannot run Plus 25 or Vet Plus 30

Senior Plus 40 122cc-open
Ages 40+

Senior Plus 50 122cc-open
Ages 50+

Trail Bike Jr. 0-110cc
(Faircross Only)
12" rear wheel max., Air cooled only
Ages 11 and under

Trail Bike Sr. 0-110cc
(Faircross Only)
14" rear wheel min, Air cooled only.
Ages 12-16

ATV Classes:

ATV 50

*Production Class 0-50cc
Ages 8 & under

ATV 70

*Production Class 50-70cc
Ages 11 & under

ATV 90

*Production Class 70-150cc
Ages 14 and under

ATV Schoolboy 1

Ages 8-15
70/90/150cc shifter mods
No Auto or CVT ATVs

ATV Schoolboy 2

Ages 12-16
0-200cc 2 stk., 0-350cc 4 stk.
No Auto or CVT ATVs

ATV A

250cc-Open
Ages 16+

ATV B

250cc-Open
Ages 16+

ATV C

250cc-Open
Ages 16+

ATV Open

250cc-Open
Ages 16+

ATV Vet

250cc-Open
Ages 30+

*See production rules for allowable modifications.

In addition to the classes described, promoters may organize, advertise, and conduct other classes (i.e.: pit bikes) at

any/all of their non-series events. These will be non-point paying classes.

MX/Faircross Bike and ATV Modifications:

All bike classes are considered modified classes. Meaning that you can make any modifications to your bike, except exceeding the allowable cc limit indicated in the class listing. However you cannot change the physical size (dimensions) of the machine or wheel size from stock sizes.

All ATV classes are considered modified classes, unless they are indicated by the term "Production Class". In all ATV modified classes you can make any modification to the ATV, except exceeding the maximum width of 50", and the maximum allowable cc limit indicated in the class listing. The installations of turbochargers, superchargers, nitrous oxide systems, engines running on alcohol are strictly prohibited. Any modification that is deemed dangerous for racing will result in the disqualification of the machine from competition.

ATV Production rules will apply to any class listed as such. All of the modified rules from above apply. In addition to those rules, Production ATVs must retain the stock frame and engine cases as provided by the OEM. The ATV frames must retain the stock mounting points of upper shock mounts, and a-arms and swingarm pivot points.

The mounting point of the lower shock mounts can be moved as desired. Aftermarket suspension arms and shocks can be installed. Material can be added to strengthen the frame, but material cannot be removed.

All modified parts for both Bikes and Atvs

shall be manufactured in a safe and workmanlike manner, and any frame modifications also must be done in a workmanlike manner. Any machine that is deemed unsafe for any reason by the referee will not be permitted in racing competition.

MX/Faircross Racing Rules:

Qualifying Procedures (Mx only, if needed):

If more riders sign up for a class than the gate can hold, they will be divided into two divisions, or two separate heats. A percentage of the riders will transfer into moto 2, to be determined by the referee. The remaining riders will run an LCQ (last chance qualifier). The balance of riders that are needed to fill the gate will transfer from the LCQ to moto 2.

Before the Race:

A Mandatory Riders meeting will be held prior to racing either before or after morning practice. Each promoter will determine the riders meeting location and time. Please pay attention to announcements as they occur.

Mx Start of a Race:

Before the start of moto 1, the riders will chose their gate positions from a randomly computer generated gate order. They will be released in order to choose their gates by the staging manager or starter. The moto 2 gate pick order will be determined by the finishing order from moto 1. For example the winner from moto 1 will receive the first gate pick for moto 2, then 2nd place, 3rd place etc.

No rider with an earlier gate pick can hold a

starting gate for a rider with a later gate pick. Once riders have chosen their gates, they must not exchange them with any other rider.

Only 1 rider and 1 mechanic are permitted are at the starting gate.

The front tire must not be further than 12" from the starting gate.

No hand tools can be used to prep the gate area. Absolutely nobody can touch anything past the starting gate (side opposite the rider); in the starting area. If an obstruction (large rock) needs to be removed, bring it to the attention of the gate operator, only track personnel can do this. Only safety concerns will be addressed. You pick your own gate, choose wisely. It is the responsibility of the rider to be on the starting line at the time of their race.

The starter will warn the riders to start their machines with a 2 minute warning by means of a card with a number 2 on it.

Then, the starter will indicate to riders the starting of their race with a minimum 30 second warning by means of a card with a number 30 on it. Each track may use a 1 minute warning in lieu of the 30 second warning as well.

The starter will indicate to riders that the gate is about to drop by turning the card sideways. All riders should be prepared to start the race at any moment at this point.

A rider that is experiencing equipment issues on the gate may request stopping the starting sequence by holding his/her hand up above their head. The starter can grant a maximum of 2 minutes, and then continue

with the starting sequence where they left off.

However, once the card is sideways the sequence will not stop and the gate will drop. In the event of staggered gate drops, the second gate riders can only signal a request for mechanical issues prior to the card going sideways for the first drop. After the card is sideways for the first gate drop, the starting sequence cannot be stopped.

Faircross start of the race:

Only 1 rider and 1 mechanic are permitted are at the starting gate.

The front tire must not be further than 12" from the starting gate.

No hand tools can be used to prep the gate area. Absolutely nobody can touch anything past the starting gate (side opposite the rider); in the starting area. If an obstruction (large rock) needs to be removed, bring it to the attention of the gate operator, only track personnel can do this. Only safety concerns will be addressed. You pick your own gate, choose wisely.

It is the responsibility of the rider to be on the starting line at the time of their race.

All machines will line up on the starting line, the starter will acknowledge each rider by pointing to them with the flag, if nobody raises their hand to signal that they are not ready, then the starter will lower the flag to his/her side. When the flag is raised the race will begin.

A rider that is experiencing equipment issues on the gate may request stopping the starting sequence by holding his/her hand up

above their head. The starter can grant a maximum of 2 minutes, and then continue with the starting sequence. However once the flag is down, the starter will not delay the race.

Mx and Faircross False Start:

False starts occur when the rider hits the gate and does not allow the gate to fall backwards and touch the ground prior to the rider taking off. If that rider enters the first turn in any position but last place, they will be docked 1 lap.

Mx and Faircross during the Race:

Flags:

Green: The race has been successfully started, keep racing.

Red: Stopping of race for any emergency situation. Riders report to staging.

Yellow: Danger on track! Proceed with caution until completely past the incident. NO JUMPING, NO PASSING! If your tire leaves the ground you can be penalized, roll the obstacle. Penalty may include disqualification.

Black: Disqualification of individual rider. Report to referee immediately.

Light blue: You are being lapped by faster riders. Move over to allow rider(s) to pass you. Do not impede their progress.

White with Red Cross: Medical personnel/ambulance on track or needed by a fallen rider. Yellow flag rules apply!

White: One lap to go.

Checkered: End of race!

If a race is red flagged for any reason, and the leader fails to complete 65% of the laps, then the race will be restarted. If 65% results in a decimal equivalent, the referee shall round up or down to the nearest even lap. If the leader does complete 65%, then the race will be scored as they finish that lap.

If a rider stops for any reason during a race, he/she must restart without any outside assistance. If however, a rider falls and is blocking or endangering other riders, he/she may receive assistance or have his/her machine moved from the track. Any attempt of help for any other reason will result in a DNF for that moto. (Pee wee riders (50cc) are the only exception to this rule.)

Any rider that leaves the track must re-enter at the point of exit or at the first point he/she can safely do so. He/she must not interfere with other racers, or gain a position on another rider. Any rider failing to follow this rule will be docked at least one finishing position for that race. The track referee will have the final decision.

Riders must race the bike or atv that they ran in their heat or qualifier (first race), they may change the engine or engine parts in the event of mechanical failure. The changed parts or engine must comply with the rules of the class. Any rider that cannot race the same frame from moto 1 will not be permitted to race moto 2 on a different machine.

In the case of weather or any other condition that causes moto 2 (if applicable) to be cancelled, moto 1 finishes will be considered the overall results, and overall points will be awarded accordingly.

Motocross Race Length (Faircross not

included):

All standard outdoor motocross events shall incorporate timed motos to ensure that all racers are getting equally distributed track time. This will be the standard for all trophy classes. "A" classes will be at the discretion of each track. Each track varies in length, so the point at which the white flag is thrown will remain up to each facility. The goal will be roughly a 10 minute moto. For example, at Briarcliff Mx the white flag could be waved at 8 minutes. This will allow for a 10 minute moto. This format will allow the faster classes more laps, but keeping the slower classes from adding too much time to the program.

Mx after the Race:

Rider's finishing positions in both motos will be used to determine their overall finish for the day. To determine the riders overall finish for the day, simply add the two positions together (1st and a 2nd would equal 3), and the lowest sum total will receive 1st place, the next highest sum total of the moto finishes will receive 2nd, and so on and so forth until all the riders have been placed.

In the event of a tie for the overall finishing positions, the second moto results shall be used as a tie breaker for overall finishing position for the event. The rider with the better second moto finish would earn that position.

Riders that fail to complete the moto by not crossing the finish line while the checkered flag is out, yet completes one lap during the moto, will receive a DNF (did not finish). The rider will be given a finishing position of the total number of riders in the class, with a minimum of 20 points for the moto. This

will be shown on the results as a DNF.

A rider who does not complete 1 lap during a moto will receive a score equal to the total number of riders + 30 points for that moto. This will be shown on the results as a DNS (did not start).

No riders will be permitted to make up lost laps after the checkered flag.

Riders who earn two DNS finishes will not receive series points regardless of their overall finishing position for the day.

Faircross after the Race:

If the event is using a one moto format, then the riders finish is their overall finish for the event. A finishing position will be given to a rider that DNF's based on laps completed. If the promoter is using a two moto format, see "Mx after the Race" for more information.

Mx and Faircross Protests:

In the event of a protest, each case will be handled individually. No comparisons, favoritism, or unfair judgments will be made. If a satisfactory conclusion cannot be agreed upon by the rider and/or parent and the track referee, the final result will be determined by the OMA.

All protest must be made within 30 minutes of the end of the race in question. All protests must complete in writing and signed by the protestor. A \$25 filing fee must be paid by the protestor to the OMA. Visual inspection protest shall not require any fees beyond the \$25. All machines found to be outside the legal limits of the class will be disqualified from the event that the protest

was filed. The rider shall earn no points for that event.

In the event of an internal engine protest, the protestor shall pay the \$25 filing fee, plus an additional \$150 for all 2 stroke engine protests and \$300 for all four-stroke engine protests to the referee.

All engine protests must be completed in the presence of the referee. The protested machine will be impounded immediately following the second moto. After the engine has been allowed to cool down to a safe temperature, the tear down will begin. The engine teardown must be completed by the rider's mechanic or designated mechanic. All measurements will be performed using a quality set of micrometers and tools. The protested rider can waive the teardown, but this is an admission of guilt and the rider will be disqualified. If the machine is found to be illegal, the protestor will receive the additional fees listed above, and the disqualified rider will receive nothing. If the machine is found legal, then the protested rider will receive the additional funds above, and the protestor will receive nothing back. The \$25 filing fee will be kept by the OMA regardless of the outcome of the protest.

All machines found to be outside the legal limits of the class will be disqualified from the event that the protest was filed. The rider shall earn no points for that event. All decisions made by the referee are final.

Race Awards:

Mx Race Day Awards:

Racers will have the following choices for their respective finishes. You can only choose one option.

- 1) Trophy/Awards (top 5)
- 2) T-shirt (top 5, 1 per class)

We will pay out trophies/awards to the top 5 in each class, as well as participation awards to any of the kids classes (11 and under). All A class payouts will be determined by each individual facility, no payout will be less than 100%.

Major Series Championships:

All racers that meet the requirements below in their respective classes will be eligible for the awards at the banquet.

All racers that are eligible will be notified of the banquet location, date and time in a timely manner.

Series	Series Awards	Min. Races	Required
Faircross Series	Top 3 Riders	5 races	OMA
Sat. Night Series	Top 5 Riders	5 races	OMA
Super Series	Top 5 Riders	3 races	OMA
Battle Series	Top 5 Riders	2 races	OMA & AMA
Overall Series*	Top 5 Riders	no min.	OMA

*Overall Series includes all races except for Faircross Series.
 *Overall Series counts a rider's top 15 highest point-earning finishes.

If two or more riders tie for a place, see "tie

breaker rules".

The Faircross Series will award the top three racers in each class for end of the series awards. The racer must race 5 events to be eligible for series awards.

Series Points:

Series points will be awarded as follows for 1-4 rider entries:

Place	Points
1 st	10
2 nd	7
3 rd	4
4 th	1

Series points will be awarded as follows for 5-20 rider entries:

Place	Points
1 st	20
2 nd	16
3 rd	13
4 th	11
5 th	10
6 th	9
7 th	8
8 th	7
9 th	6
10 th	5
11 th	4
12 th	3
13 th	2
14 th -20 th	1

Series points will be awarded as follows for 21+ rider entries:

Place	Points
1 st	30
2 nd	25

3 rd		21
4 th		18
5 th		16
6 th		15
7 th		14
8 th		13
9 th	12	
10 th	11	
11 th		10
12 th		9
13 th		8
14 th		7
15 th		6
16 th		5
17 th		4
18 th		3
19 th		2
20 th -40 th		1

Riders will earn the points above on an overall, per race event basis.

In other words, if an event has 4 riders or less, then 10 points will be awarded for finishing 1st place overall for the event.

Tie breaker rules for each series and year end points:

1. Number of overall wins. (If # of wins is equal, go to next step)
2. Head to head competition. (Comparing only tied riders, which one beat the other the most times. If equal, see next step.)
3. Number of riders beaten. (Using only the races from the series in question)

Advancement:

Please refer to the current advancement list provided by the AMA. The OMA will use this list for the 2017 season. If the rider has never ridden an AMA event, or does not have

a current rider classification on file, the OMA will determine the riders classification the highest class that rider has raced to date. Riders will not be allowed to return to lower racing levels that have been determined by the AMA or OMA. The OMA will use the RPV system currently used by the AMA to determine rider advancement on an annual basis, if the rider only races OMA events.

Conclusion:

Again, these rules are meant as a guideline for fair and fun racing. Please use common sense when attempting to "bend the rules", as the track referee WILL have the final say. Thank you, and please have fun and be safe!!!!