



Rules of Competition

The following regulations shall govern all Bishop Motocross events. All riders are responsible for complying with the standards and practices set forth herein. Bishop Motocross reserves the right to amend these rules, particularly for series and special events, and will publicize the amendments prior to or at the time of their initial use.

TO THE RIDERS: These rules were made with safety in mind.

WARNING: Motorcycle riding is dangerous. Each participant in competition has the responsibility to assess the safety aspects of facilities and conditions and **MUST** assume the risk of competition.

DISCLAIMER:

The Rules of Competition are intended solely as a guide to provide for uniform and fair competition at events. All Participants are responsible for assessing for themselves the Track, Facilities, and existing conditions thereof and all other matters relating to safety and must rely on their own judgment and assume all risks in choosing to participate, rules directed or related to safety are promulgated to make all persons concerned with safety, however, Bishop Motocross LLC neither warrants safety nor compliance with them.

1. MOTOCROSS CLASSES

A. Riders in motocross competition shall be classified as follows.

1. PW50 (50cc and under)
 - a. Two Classes
 1. 4-6 years old (Maximum Age 6 as of July 1st)
 2. 7-8 years old (Maximum Age 8 as of July 1st)
 2. PW65 (60-65cc)
 - a. Two Classes
 1. 6-8 years old (Maximum age 8 as of July 1st)
 2. 9-11 years old (Maximum age 11 as of July 1st)
 3. PW80 (70-90cc)
 - a. One Class
 - b. Maximum age 11
 - c. Maximum front wheel size 14 inches
 - d. Automatic clutches only
 4. PW100 (80-125cc)
 - a. One Class
 - b. Maximum age 13
 - c. Four Stroke engines ONLY
 - d. Maximum front wheel size 19 inches
 - e. Manual Clutches only
 5. 85cc class (80-85cc)
 - a. Beginner, Junior, Intermediate
 - b. Maximum age 16 as of July 1st
 - c. No Super Mini's allowed
 - d. No Big Wheel 80's allowed
 6. Super Mini class (90 -150cc)
 - a. One class
 - b. Minimum age 12 as of July 1st
 - c. Maximum age 16 as of July 1st
 - d. Maximum two stroke displacement 112cc
 - e. Maximum four stroke displacement 150cc
 7. 250 class (124cc-250)
 - a. Beginner, Junior, Intermediate, Pro
 - b. 124cc - 125cc two stroke engine
 - c. 245cc - 250cc four stroke engine
 8. 450 class (249cc-450cc)
 - a. Beginner, Junior, Intermediate, Pro
 - b. 245cc - 250cc two stroke engine
 - c. 350cc - 450cc four stroke engine
 9. Vet class Age 30+ (01cc and larger)
 - a. Beginner, Novice, Intermediate, Expert
 10. Senior class Age 40+ (01cc and larger)
 - a. Novice, Amateur, Expert, Master
 11. Super Senior class Age 50+ (01cc and larger)
 - a. Amateur and Expert
 12. Women's class (01cc and larger)
 - a. One class
 - b. Minimum age is 16
 - c. No maximum age
- B. The Beginner class is for those riders with the **least** amount of racing experience. **Someone who has never raced before.** Riders cannot be classified higher than Beginner with any recognized organization and/or never raced a higher classification in ANY class to be eligible to race in the beginner class.
1. **Use good judgment in determining your proper race classification.** Refer to 4-A.
- C. Five (5) motorcycles duly entered constitute a class. If there are not five entrants, the motorcycle(s) may be run with motorcycles of equal class or engine displacement, except the Pee Wee classes. Bishop Motocross may allow the entries in the incomplete class(es) to receive awards and points upon the completion of a competition, subject to review by Bishop Motocross.
- D. At the discretion of the Promoter, Professional riders may ride different motorcycles of the same displacement in different motos, but under no circumstances may a competitor switch motorcycles during a single moto.

- E. No rider will be permitted to ride a smaller classed motorcycle in a larger size class. For example: 65cc may not enter an 85cc class, 85cc may not enter 125cc class.

2. NUMBERS AND NUMBER PLATES

- A. There must be three (3) number plates on each motorcycle, one in front and one on each side.
 - 1. Pee Wee's
 - a. Numbers on the plates must be at least 4 inches high and 1 inch wide.
 - b. Number colors must be in opposite color contrast of the background that it is applied on.
 - 2. All other Classes
 - a. Numbers on the plates must be at least 6 inches high and 1 inch wide.
 - b. Number colors must be in opposite color contrast of the background that it is applied on.
- B. If it is felt by the Officials that the number plates are not readable or clean, the machine will not be allowed to compete.

3. RIDER ELIGIBILITY

- A. At any event sanctioned by Bishop Motocross, all riders shall be in good physical and mental health.
- B. Bishop Motocross may refuse the entry of any rider or entrant.
- C. All classes with age restrictions will use the following criteria.
 - 1. July 1st of each year shall be the determining date for all riders.
 - 2. All riders must race the appropriate age class as determined by their age as of July 1st of each year.
 - 3. No riders will be required to change their race classification due to a change in their age during a Series. Refer to 4-H.

4. GRADING OF RIDERS

- A. The Referee and Promoter of any Bishop Motocross sanctioned motocross event has the authority to upgrade individual riders according to their ability as determined by the opinion of the Referee and/or the Promoter. This rating will be in effect for future races and **no** Series Points will carry over to the assigned classification. Sand Bagging will not be tolerated. Refer to 1-b.
- B. Any rider may contest his riding classification by submitting a resume and other proof of his/her motocross racing abilities to the Race Referee. The Race Referee is empowered to make a determination regarding classification, which shall be final and binding to the rider.
- C. An 85cc rider may drop one class/grade when transferring into the 125cc class, except to the Beginner class. Refer to 4-E.
- D. Riders with two or more years of experience on a 60-65cc motorcycle shall not be allowed in the 85cc Beginner class. Refer to 1-B.
- E. Riders with two or more years of experience on an 80-85cc motorcycle or an 85cc Junior classification shall not be allowed in the 125 Beginner class. Refer to 1-B.
- F. Any rider that has earned a higher classification than Beginner is NOT allowed to race as a Beginner in all classes.
- G. Riders may be graded in more than one class at a time. Allowable concurrent class enrollment is as follows:
 - 1. Vets and 40+ riders may ride in standard motocross classes one classification or grade lower than their respective rank with the exception of the beginner class regarding 40+ riders.
 - a. Exception to beginner class: 40+ Novice riders may race either the 30+ or Sportsman beginner class.
 - b. 40+ Amateur and above may not race any Beginner class.
 - 2. Vet Expert riders may not ride in a Sportsmen (Amateur) class and must run as a Professional in Standard MX class.
- H. Riders upgraded by another Promoter must notify Bishop Motocross and compete in the upgraded classification.
- I. In classes distinguished by age, a rider will be allowed to remain in the same class despite the occurrence of a birthday, which renders the rider ineligible for that class. Upon completion of the series, the rider must compete in the correct age group. Refer to 3-c.

5. PROTESTS

- A. All protests regarding rider classification, conduct on the track, and scoring **must** be submitted to the Race Referee or Steward in writing. All protests will be referred to the Referee of the event.
 - a. Under NO CIRCUMSTANCES may a protest be submitted to any track personnel in the announcers/scoring booth.
 - 1. Any person that attempts to submit a protest to anyone at the announcers/scoring booth **will** subject themselves to immediate disqualification. NO EXCEPTIONS.
- B. Clerical
 - 1. No fees are associated with submitting a clerical protest.

2. Protest must be registered with the Race Referee or Steward not more than ten minutes after the moto winner receives the checkered flag. All protests must be in writing.
 3. Protests may only be submitted by a rider, not the parent, concurrently entered in the class of the rider under protest, except in the case of injury to the rider initiating the protest.
 4. No rider, parent or pit crewmember may contact the Scorekeepers regarding any protest. Automatic disqualification of rider(s) may result of such conduct.
- C. Technical
1. All protests regarding piston displacement and illegal modifications must be submitted to the Race Referee within 10 minutes of the completion of the most recent moto of the rider/machine under protest.
 2. Technical protests become official upon payment of the accompanying \$150.00 cash protest fee to the Referee. If protest is found to be valid, the fee shall be returned. If determined invalid, the fee is forfeited to the protested rider.
 3. If the protest requires the tear down of an engine, the rider filing the protest must provide and pay for a qualified licensed technician, which is employed at a licensed repair facility, to disassemble and reassemble the foresaid engine.
 4. The protesting rider is responsible to pay for all parts related to said teardown of engine regardless of determination of the legality of foresaid engine.
 5. If it is not possible for the protest to be settled immediately, the Referee may permit the contested rider and motorcycle to compete, but any prizes and/or monies will be withheld pending decision on the protest.
 6. The protested motorcycle will not be dismantled until the completion of the final moto of the event in which it is legally entered, however, it may be subject to impounding between motos and until it can be inspected at a licensed repair facility.

6. SCORING PROCEDURES

- A. To properly enter a class, each rider must complete and sign a Bishop Motocross Entry Form and submit it with entry payment to sign-up personnel during the hours designated for this purpose. At the discretion of the Promoter, Referee or Race Coordinator, a late entry fee may be attached to the normal entry fee after sign-up has officially closed.
- B. Final results will be tabulated from 2 or 3 motos or as is customary for each particular track or as announced at the riders' meeting. In cases of extreme weather or other conditions, which prevent the completion of the full race program overall, the Promoter or Referee may tabulate results from the one moto as announced.
- C. The Olympic scoring method will be used. It operates as follows:
 1. Riders earn points in each moto according to their respective finish position.
 2. Points awarded for each moto finish shall be 1 point for 1st, 2 points for 2nd, 3 points for 3rd, etc. The rider accumulating the least number of points will be declared the Winner. In the case of a tie, the Winner shall be determined on the better finish in the final moto.
 3. Riders earn points in each moto according to their respective finish position.
 4. Any rider not starting a moto will receive a DNS (Did Not Start) 0 Points.
 5. Any rider not completing one lap will receive a DNF (Did Not Finish) 0 Points.
 6. When the winner receives the checkered flag, the race will be considered completed and all riders will be credited for positions and laps completed in this final lap. No rider will be allowed to make up lost laps after the checkered flag is displayed.
- D. Series points are awarded as follows:

1 ST – 25 POINTS	10 TH – 11 POINTS
2 ND – 22 POINTS	11 TH – 10 POINTS
3 RD – 20 POINTS	12 TH – 9 POINTS
4 TH – 18 POINTS	13 TH – 8 POINTS
5 TH – 16 POINTS	14 TH – 7 POINTS
6 TH – 15 POINTS	15 TH – 6 POINTS
7 TH – 14 POINTS	16 TH – 5 POINTS
8 TH – 13 POINTS	17 TH – 4 POINTS
9 TH – 12 POINTS	

- E. Standard penalties will be administered for infractions of the following rules. The Race Coordinator and/or Referee will individually consider all others.

1. Riders caught jumping the start, backing off or having someone push them off the start gate will be penalized one lap. If repeated violations occur, the Starter, Referee or Promoter may assess complete disqualification.
2. Any rider leaving the course for any reason during a moto must return to the track safely without bettering his/her position or endangering other riders, spectators or Track Officials. Penalty may be one lap or disqualification to be determined by the Promoter and/or Referee depending on circumstances contributing to the incident.
3. Riders passing under or otherwise ignoring the significance of a displayed caution (Yellow) flag will be penalized one lap or disqualified at the discretion of the Promoter or Referee depending on the circumstances contributing to the incident.
 - a. No rider is allowed to jump or attempt to jump any obstacle in the area a YELLOW flag is being displayed.
4. During any practice session, heat or race, it is expressly forbidden to ride or push any motorcycle, for any reason, in the reverse direction of the course. A violation of this regulation may entail a disqualification.
5. During any heat or race, a motorcycle must not acquire any velocity other than that from its own mode of power, muscular efforts of its rider and/or natural causes such as force of gravity to better a rider's position.

7. PARTICIPANT CONDUCT

The following regulations shall be in force at all Bishop Motocross events. Additional regulations of conduct for particular tracks may be issued for specific races and will be explained at the riders' meeting prior to the race event.

- A. All riders are responsible for the conduct of their parents and pit crew. Disqualification from the event can be levied against any rider or pit crewmember showing bad conduct on or off the course at any race event.
- B. **ABSOLUTELY NO PIT RIDING**... Any rider or member of a rider's pit crew found riding in the pit area will subject the rider to immediate disqualification. Riders may **idle** their bikes to and from the staging area only.
- C. No rider, parent of rider or pit crewmember may approach the Head Score Keeper or Score Keepers at any time. Refer to 5-a.
- D. The Race Referee may exclude immediately any rider who, in his/her opinion, is guilty of any foul, unfair or dangerous riding.
- E. All riders and pit crewmembers are to pick all trash in their pit area BEFORE leaving the pits.
- F. No rider is allowed to practice a start at ANY TIME.
- G. Any rider, mechanic, race officials, or anyone associated with the riders must not consume or be under the influence of intoxicants or drugs that could affect their normal mental or physical ability. **Alcohol products are not allowed in the pit area.**
- H. All persons, mechanics and parents have to be away from rider/bike and starting area when starter board goes up.
- I. Persons camping at race events must conform to all regulations set by racetrack Officials.
- J. **ABSOLUTELY NO RIDER OR MEMBER OF PIT CREW IS ALLOWED IN OR ON THE RACE TRACK AT ANY TIME.** Track access credentials must be obtained from the Promoter prior to all events.
- K. This rule pertains to **Cutting the Track**. If a rider leaves the track, he must come back onto the track in a SAFE manner and NOT gain any positions in doing so. This means you don't have to return to the track in the exact spot where you left, within reason. If you do not understand this rule, find your Promoter or Referee and have him/her explain this to you in terms you understand. The whole purpose in this rule is to cut down protests during events.

8. PRACTICE RULES

- A. No practice starts allowed.
- B. All riders must pay for practice at Practice Only events.
 1. All riders racing two or more classes with different motorcycles must pay practice fees for each motorcycle.
 - a. All riders must have a wrist band to participate in practice.
 - b. All riders must display the appropriate sticker on the front number plate of each bike.
- C. All riders must read and sign a Waiver of Liability and Indemnity Agreement in the presence of a track official.
 1. The parent or legal guardian of a minor rider must complete the Minor Practice Form.
- D. "Track Cutting" is NOT allowed.
- E. Stopping on the track or in the track area is NOT allowed.

- F. All riders must exit the track area for rest time. DO NOT stop on or next to the track.
- G. Riders under the age of 30 are not allowed to practice with the 30+ riders.
- H. All riders must ride the practice session equal to their riding ability and bike classification.
- I. NO PIT RIDING ALLOWED. Riders may idle their bikes in first gear to the staging area only.

9. FLAG SIGNALS

- A. All involved or concerned riders must obey all flag signals immediately. Any rider who disregards any flag signal may be penalized.
- B. Each respective flag signal shall designate the corresponding condition:
 - 1. Yellow - Caution. When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag. NO PASSING OR JUMPING IS ALLOWED in any area a yellow flag is displayed. Failure to do so may result in a 1 lap penalty or disqualification from the event.
 - 2. Black - Rider must complete the lap and report to the Referee at once. Disqualification of a rider.
 - 3. Red - Stopping of a race for any emergency situation. Return to start area for further instructions.
 - 4. Two Flags in a X Position - half way point of race
 - 5. White Flag – One lap remaining in the race.
 - 6. Black and White Checkered - End of Race
- C. Each flag should measure 30 inches by 30 inches.
- D. Only course Officials are permitted to use these flags. No other flag signals are permitted.

10. METHOD OF STARTING

- A. The method of starting shall be at the discretion of the Referee and/or Starter.
- B. There will be NO gate saving at the starting gate.
- C. Riders must push their motorcycles to the starting gate from the staging area.
- D. No gardening tools allowed. No shovels, rakes, hoes, or the like allowed.
- E. Only one Parent/Pit Crew member is allowed to assist any rider at the starting gate.
- F. No person's under the age of 18 is allowed to enter the arena to assist any rider to the starting gate.
- G. Start Procedures
 - 1. All riders enter starting gate area and ready up for the start of the race.
 - 2. The starter will raise the 30-second start board.
 - 3. The starter will point to each rider across the start line to check for rider readiness.
 - a. Any rider that is not ready to start must raise one or two hands to indicate that they are not ready.
 - 1. If one or more riders indicate that they are not ready, they will have 2 minutes to make himself/herself or bike ready.
 - 2. The race will proceed after the two-minute delay regardless of the rider readiness.
 - 3. Starter will then recheck the rider readiness.
 - 1. No one rider may delay any start more than one time.
 - 4. The starter will switch the board to the 15-second board. (15 seconds before the start)
 - a. No rider may stop the start after the 15-second board goes up.
 - 5. The starter will turn the 15-second board sideways. (2 to 5 seconds before start)
 - 6. The starting gate will drop 2 to 5 seconds after starter board turns sideways.
- H. Pit Crew and Parents rules at the starting gate
 - 1. All Parents and Pit Crew members must exit the arena/starting gate area prior to the Starter's Board going up. Disregarding this rule will result in a 1 lap penalty to the rider.
- I. NO PRACTICE STARTS ARE ALLOWED.
 - 1. 1 lap penalty and or disqualification for practice starts.

11. MOTORCYCLE ELIGIBILITY

- A. The following conditions shall determine motorcycle eligibility.
 - 1. ENGINES
 - a. Engines of any type falling into classes outlined in Sections 1a may be used.
 - b. All engines are allowed to be overbored for rebuilding purposes; stock bore plus .080" (2mm) maximum.
 - c. Exhaust pipe or pipes: Such pipe or pipes shall eventually be directed rearward parallel in plain to the direction of motion of the vehicle. The end of these pipes may not project beyond any part of the vehicle (in most cases, the rear fender).
 - 2. FRAMES AND SUSPENSION
 - a. Frames shall be free of visible defects before the start of each race/moto.
 - 3. FENDERS
 - a. Fenders are required on all motorcycles. If changed from original, it must give protection.
 - 4. FUEL TANKS
 - a. All fuel tanks must be free from leaks and securely attached to the motorcycle.

5. FUEL
 - a. All fuel used must be pumped gas of 115 octane or less. Pump gas is defined as gas available from commercial filling stations or trackside fuel vendors with their fuel available to all riders is allowed. In the event of a protest, the name and grade of fuel must be given to one of the track Officials, with which a determination will be made.
6. TIRES AND RIMS
 - a. For all Bishop Motocross events, the minimum rim diameter shall be 16 inches (except Minicycle and Pee Wee classes).
 - b. All wheels must be in true alignment with no bent or broken spokes. Spokes must be properly tightened.
 - c. Any tire must have a clear pattern of tread around the entire circumference. No paddle or scoop tires.
7. BRAKES
 - a. At least one efficient brake per wheel.
8. HANDLEBARS
 - a. The ends of the handlebars shall be rounded or otherwise protected. Minimum angle of rotation on each side of the centerline shall be 20 degrees. All handlebar clutch and brake levers must be a type that ends in a ball 3/8 inch in diameter, which must be an integral part of the lever.
9. KICK STANDS
 - a. All kickstands must be removed during competition and practice events.
10. LIGHTING EQUIPMENT
 - a. All lighting equipment MUST be disabled.

12. PEE WEE RULES

All Pee Wee riders must conform to applicable motorcycle rules. Bishop Motocross reserves the right to amend these rules, particularly for series and special events. Amendments will be publicized prior to and at the time of their initial use.

- A. Pee Wee classes offered by Bishop Motocross shall be known by either name or displacement and are as follows: Refer to 1-a for details.
 1. PW100 (80-125cc): One Class (Maximum age 13, Four Stroke engines ONLY)
 2. PW80 (70-90cc): One Class (Maximum age 11)
 3. PW65 (60-65cc): Two Classes - 6-8 and 9-11 year old (Maximum age 11)
 4. PW50 (50cc and under): Two Classes – 4-6 and 7-8 year old (Maximum Age 8)
- B. A rider's age and race classification is determined by the age each rider has achieved on July 1st of each year. Refer to 3-c.
- C. **Pee Wee Parents access to the track:**
 1. Pee Wee Parents have the same access to the track as outlined in section 10-H.
 2. Pee Wee Parents are NOT allowed access to the race track after the Starter's Board goes up.
- D. For 65cc riders moving up the 85cc class, the following criteria will be followed to determine proper classification.
 1. The highest classification currently held with any recognized racing organization for competition on an 85cc motorcycle.
 2. Riders with over two years experience on a (60cc-65cc) motorcycle shall not be allowed in the 85cc Beginner class.
- E. Any track Official may, at any time, request proper proof of birth from any Pee Wee rider. Rider has one week to furnish birth certificate or other proof of birth date. Failure to provide proof of birth date may result in disqualification and/or forfeiture of points earned.
- F. The rider, **not the parent**, must register all protests with the Race Referee or Steward except in cases when the rider is physically unable to lodge the protest.
- G. To be eligible for competition, at least 200 similar models of a 50cc, 65cc, 70cc-90cc and 80cc-125cc must be available to the buying public within the United States.

13. MINI RIDER PARENT'S CODE OF ETHICS

- A. Select the proper motorcycle to match your child's ability.
- B. Teach safety and fundamentals. Speed will come with confidence.
- C. Practice, Practice, Practice. Pull your rider off the track when there are too many big bikes.
- D. Inspect your child's motorcycle thoroughly after each practice or race to insure safety.
- E. Do not scrimp on safety gear. This stuff works. Do not let your child ride without it.
- F. Be patient, all children learn at different rates. Encourage your child with positive reinforcement and praise.
- G. Ask questions and learn from other Mini parents.
- H. Encourage good sportsmanship. Set a good example for your child.
- I. Winning is not as important as doing the best that you can.

- J. If winning does become so important that you find yourself upset or stressful, then take a break from racing and reevaluate your feelings.
Remember: Sharing in the spirit of competition with your child is the true reward.
- K. Do not let yourself become a possessed Mini Parent. Pressuring your child is counterproductive. **IT WILL NOT MAKE YOUR CHILD A BETTER RIDER!**
- L. Relax and enjoy a great family sport.
- M. Remember that **you** are blessed.
- N. Hug your kid and tell them just how proud of them you are.
- O. Parents, don't drink and drive home.
- P. **Above all, have a good time.**



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