



Rocky Mountain Mini Moto is committed to promoting the sport of road racing by providing a SAFE and COMPETITIVE racing atmosphere, along with creating a positive venue for riders and spectators, in addition to increasing exposure for our sponsors and preferred vendors.

2021 Race Season Rule Book

Introduction

Rocky Mountain Mini-Moto (RMMM) was established in 2005 to promote and develop the sport of Mini Moto racing in Colorado. Our vision is to bring MiniGP racing into the mainstream, while promoting a safe environment, and developing a positive program to introduce riders and spectators to the exciting sport of motorcycle road racing.

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Chapter 1: Racing Classes

Junior Classes, Sponsored by American Supercamp:

Junior class will be split between 2 separate classes - Novice and Expert. These classes will be gridded together with a staggered start. If 6 or more participants are present for both classes they will race during separate events. Both classes will accrue points and receive trophies separately. No participant can race in both classes simultaneously. All riders between the age of 7-13 will be required to race in the novice class and progress into the expert class before they are permitted to ride in any of the Formula classes. Riders may be progressed through classes if deemed appropriate by a race administrator or by finishing in the top three for an overall season.

Junior Class (Novice):

Up to 50cc water/air cooled 2 stroke, 4 valve 110cc and 2 valve 136cc air/ oil cooled auto/manual clutch 4 strokes (ex: TC50, 50SX, NSR50, NSF100, XR100, KLX 110, Ohvale/Bucci 110, Grom, Z125, TTR125, Kayo 125)

Junior Class (Expert):

72cc water cooled 2 stroke, air/oil cooled 4 stroke limit is 125cc 4 valves, and 162cc 2 valves (ex: KX/RM/YZ/SX 65, KLX140, CRF150f, Ohvale/Bucci 160cc)

Formula 1 (F1):

Up to 50cc water/air cooled 2 stroke, 4 valve 110cc and 2 valve 136cc air/ oil cooled auto/manual clutch 4 strokes (ex: TC50, 50SX, NSR50, NSF100, XR100, KLX 110, Ohvale/Bucci 110, Grom, Z125, TTR125, Kayo 125)

Formula 3 (F3), Sponsored by Vickery Motorsports:

72cc water cooled 2 stroke, air/oil cooled 4 stroke limit is 125cc 4 valves, and 162cc 2 valves (ex: KX/RM/YZ/SX 65, KLX140, CRF150f, Ohvale/Bucci 160cc)

Formula 4 (F4):

85cc water cooled 2 stroke, air/oil cooled 4 stroke limit is 150cc for 4 valves, and 176cc for 2 valves (ex: KX/RM/YZ/SX 85)

Formula 5 (F5), Sponsored by Fay Myers Motorcycle World:

105cc water cooled 2 stroke, 165cc water cooled 4 stroke, air/oil cooled 4 stroke limit is 190cc for 4 valves and, 200cc for 2 valves (ex: Crf150r, 105SX, KX100, Ohvale/Bucci 190)

CRF 150R, Sponsored by Performance Cycle of Colorado:

Honda 150R 150cc stock displacement only. Unlimited chassis modifications.

Supermoto:

Unlimited displacement, single cylinder.

NOTE: In the event that 5 or fewer riders register for Junior and/or Formula 1, these classes may be combined. Formula 3 and Formula 4 are currently combined.

NOTE: If 6 or more riders of any single class register for an event they will be eligible to race as their own class, and not gridded/combined with any other class.

Chapter 2: Tech Rules

1. All classes are allowed unlimited engine modifications within the class limit.
2. All engines must be naturally aspirated.
3. No additional self-contained fuel sources, e.g., nitrous oxide or boost tanks, will be allowed.
4. All bikes must have operational front and rear brakes.
5. Throttles must return freely.
6. Must have a working kill switch.
7. Levers must have ball ends.
8. Tires and rims must be in good working condition.
9. No mirrors.
10. Headlights must be taped or removed.
11. Tail light must be taped or removed.
12. Oil and coolant drain plugs must be tight and secure. Oil resistant RTV silicone is to be applied to all bolts retaining fluids ex. engine oil drain plugs, oil fill plugs oil filter cover bolts, transmission drain plugs, coolant drain bolt on water pump. Safety wire is not required but highly recommended.
13. Numbers must be visible on the front number plate. White numbers on dark/bright colored plates, and black numbers on light/white plates.
14. Exhaust must be securely mounted and complete.
15. Water cooled machines must use distilled water and/or Red Line Water Wetter, Royal Purple Ice (NOT Engine Ice), or Silkolene Pro CCA coolant. Traditional glycol-based additives or waterless coolant such as Evans are NOT allowed.
16. No sharp edges that can be hazardous to competitors or yourself.
17. No leaking fluids.
18. Catch cans are required for carburetor overflow, and engine oil breathers.

NOTE: The Race Director reserves the right to modify the rules at any time to ensure safety, fair competition, and the continuing cooperation of the track facility owner/manager. Any violation or abuse of the aforementioned class rules, requirements and specifications will result in disqualification of the rider. Suspension and/or fines can be implemented for repeat offenses or when circumstances are extraordinary. Riders are responsible for the conduct of his/her crew and guests/spectators.

NOTE: It is the FULL responsibility of the rider to maintain the safety of his/her machine throughout the race day.

Chapter 3: Race Officiating

3.1 – Race Director:

The Race Director is in overall control of all race events. All other race officials, corner workers, medical crews, and scorers work closely with the Race Director to maintain an orderly and safe racing event. The Race Director's decisions are final. The Race Director may at any time revoke the racing privileges of any rider, or have a team owner, team manager or crew member removed or barred from competition or further events for acting improperly, being abusive, fighting, disobeying instructions or doing anything else that disrupts orderly procedures or affects the flow of race operations – in accordance with, and following the procedures of, the outlined rules. Riders are responsible for the conduct of their crew, guests, and spectators.

3.2 – Starter:

The Starter reports to the Race Director and is responsible for starting and finishing races and for displaying all appropriate start/finish flags. They are also responsible for helping align all riders when they approach the starting grid to their proper positions on the grid, along with the Grid Marshals.

3.3 – Grid Marshals:

The Grid Marshals report to the Starter and are responsible for organizing pre-grid procedures, including updating grid/race boards, and ensuring that all riders are gridded correctly and efficiently.

3.4 – Flaggers:

The Flaggers report to the Starter and are responsible for monitoring and upholding the safety of the track through use of yellow and red flags. All riders are to remain alert to flags being used on the track, and follow protocols according to the color and movement of flags as indicated by the Flaggers.

3.5 – Technical Inspector:

The Technical Inspector reports to the Race Director and is responsible for ensuring that all machines are prepared properly and safely, and that each rider has the proper equipment for racing and maintaining a safe race environment.

3.6 – Timing and Scoring:

The Timing and Scoring position reports to the Race Director and is responsible for maintaining the order in which riders cross the start/finish line during all races using the transponder system. The Timing and Scoring position works with the Race Director after all races are completed to assign points and determine podium positions for the day.

3.7 – Volunteering:

Volunteering is central to the success of the club. Volunteers are needed to help fill vital roles to keep the race day running smoothly. Please volunteer to help in the following areas: race day set up and tear down, flagging, announcements/calls, updating boards, and video content. If you or a friend can help, please contact us!

Chapter 4: Race Track Rules, Procedures, Points, and Fees

4.1 – Grid Positions:

4.1.1 – Qualifying Session:

Heat races have been replaced with qualifying sessions, which will determine grid positions for the first main race for each class.

4.1.1.1 – Each qualifying session will be 10 minutes in length. Only riders registered in the active qualifying session will be allowed on the track.

4.1.1.2 – Grid positions will be assigned in accordance with the order of fastest laps. The rider who achieves the fastest lap will be assigned grid position 1, the rider who achieves the second fastest lap will be assigned grid position 2, and so forth.

4.1.1.3 – In order to obtain a grid position based on qualifying time, riders will be required to use a transponder. If a rider chooses not to use a transponder, he/she may still participate in the qualifying session, but will be placed at the back of the grid based on order of registration for the event. The rider who registered first will be placed at the first open spot, the rider who registered second will be placed at the next open spot, and so forth.

4.1.1.4 – Any rider on the track during a qualifying session must remain at or near race pace. Qualifying sessions are not to be used for open practice or test and tune.

4.1.2 – Main Races:

Results of qualifying will determine grid positions of the first main race, as outlined above. Results of the first main race will determine the grid positions of the second main race.

4.1.2.1 – At the start of a given main race, any rider who jumps the start of the race will receive a 20 second time penalty.

4.1.2.2 – Any riders who are unable to finish any race will be placed at the back of the grid for the following race, as long as it is deemed safe for him/her to return to the track.

4.1.2.3 – Any riders who are not in the pre-grid area on time for his/her race will start from pit lane after the grid is released.

4.1.2.4 – Any rider who does not follow the instruction to wait in the pit lane upon being late, will be subject to penalties as outlined below.

4.2 – Number of Races and Laps:

On race day, each class will have one qualifying session and two main races. Qualifying will occur in 10 minute sessions for each class, and will not be for points. The main races will be 8 laps for Junior and F1 classes, and 10 laps for all other classes, and will be for points.

4.2.1 – Due to adverse time allowance and/or weather conditions laps may be decreased to maintain the event schedule. Any adjustment to main race lengths will be determined at the riders meeting prior to open track practice on race day, unless an unforeseeable circumstance arises during the race day (e.g., extreme weather event, rider injury, etc.).

4.2.2 – All races will run rain or shine unless the track is impassable or unsafe as determined by the Race Director and RMMM.

4.3 – Points Allocation:

4.3.1 – **Series points will only be awarded to riders with functioning transponders. However, transponders are not required to participate in an event.** The club will have a select number of transponders for rent and/or purchase available on a first come first served basis. Transponders can be rented during online pre-registration, and purchased after race day activities.

4.3.2 – Year-end points standing will be calculated excluding the lowest scoring single main race throughout the season. The lowest scoring race includes any missed races.

4.3.3 – For each class, the rider who achieves the pole position from each qualifying session will be awarded 1 additional point to their season standings per race event.

Main Race Points Allocation

Position	Points	Position	Points	Position	Points	Position	Points
1	25	6	15	11	10	16	5
2	22	7	14	12	9	17	4
3	20	8	13	13	8	18	3
4	18	9	12	14	7	19	2
5	16	10	11	15	6	20	1

4.4 – Daily/Season Points Ties:

4.4.1 – Daily Points Tie:

If two riders earn an equal number of points, and are competing for a podium position, the position results of the final main race will determine his/her overall position of the day. The rider with the better position from the final main race will earn the better position for the day.

4.4.2 – Season Points Tie:

If two riders earn an equal number of points for the season in contention for a championship trophy and/or prize, the rider with the better overall position throughout the season will be declared the winner.

4.5 – Race Advancement:

In order for a rider to advance to a grid position in a main race, he/she must enter the same bike with the same engine that was entered into qualifying to earn that position. If a rider enters a main race with any other bike beside the one he/she used in qualifying, the rider will start at the back of the grid. If a rider enters their second main race with any other bike beside the one he/she used in the first main race, the rider will start at the back of the grid. This includes riders renting and/or sharing bikes.

4.6 – Unauthorized Track Access:

Crew and family members are not allowed on the racetrack for any purpose; qualified, official race personnel will attend to riders needing medical attention. All spectators, crew, and family members are required to stay behind safety fencing at all tracks. Any unauthorized person who enters the racetrack will be subject to penalties as outlined below.

4.7 – Track Direction:

All travel on the racetrack and pit lane will be one-way, in one direction. Riders must not travel backwards **or stop** on the racetrack at any point in time unless instructed to do so by race officials. Riders are not permitted to purposely cut through undesignated areas of the track at any time, under possibility of penalty as outlined below, unless instructed to do so by race officials. This includes open lapping/practice times, warm up and cool down laps, and during races.

4.8 – Track Safety:

4.8.1 – All riders must use safe behavior when out on the track at all times. Any rider who runs off the track must re-enter the course safely and without attempting to cut the course unless instructed to do so by an official or corner worker. If a rider accidentally shortcuts the course, he/she must re-enter the track at his/her original position. Riders who face or move in the wrong direction, or participate in unsafe activity, may be subject to penalties as outlined below.

4.8.2 – Weaving at any time to break a draft or prevent a pass, reckless weaving for any purpose or dangerous or overly aggressive riding may result in the Race Director or Starter presenting a black flag to the rider in question along with the number of the rider being directed. Whenever a black flag is presented, the rider in question must pull into the pit lane at the end of the current lap.

4.8.3 – The responsibility for the decision to pass rests with the overtaking rider, as does the obligation to do so safely.

4.8.4 – All riders must use caution when travelling into, out of, or through the pit hot lane and pits. Riders must follow the designated direction for pit lane entrance and exit. Unsafe activity, direction, and/or speed will not be tolerated.

4.8.5 – Any rider slowing or planning to exit the track must signal his/her intentions by raising an arm, leg, or signaling the riders behind him/her. Riders must never cut across the track in front of other riders. In the event of a rider on rider incident during any hot track time, which causes a slow down of one or all riders involved, it is the responsibility

of the involved riders in question to re-enter the race line safely and at an appropriate speed.

4.8.6 – The speed limit off of the racing surface is limited to 10 miles per hour. This pertains to all vehicles in the pit and paddock areas and all access roads.

4.8.7 – Race bikes, pit bikes and other motorized vehicles are to be used in a responsible manner in the pit area. Vehicles are not to exceed a safe speed, and remain in the appropriate designated areas. Only authorized vehicles will be allowed to operate at the racetrack facility. Use of equipment and gear requirements vary depending on the facility, and will be specified per event as needed.

4.8.8 – All course marshals must be in place before the Race Director will allow any rider(s) to proceed onto the track surface.

4.9 – Annual Dues and Event Registration Cost:

4.9.1 – Annual Dues:

RMMM has a requirement of annual dues to be paid to support club costs. Annual dues can be paid one of two ways:

4.9.1.1 – In a lump sum of \$100.00 before Round 1.

4.9.1.2 – In a per-event amount of \$20.00 per round throughout the season, for each round the rider participates in.

4.9.1.3 – Riders are expected to be honest during online registration, and include all necessary annual dues if not paid in a lump sum at the beginning of the season. Any person not in accordance with this rule will incur additional fees.

4.9.2 – Event Registration Cost:

Costs for each event are as follows:

4.9.2.1 – Riders racing in only 1 class, or renting: \$60.00 per rider

4.9.2.2 – Riders racing more than one class: \$100.00 per rider

4.9.2.3 – Transponder rental: \$20.00 per transponder

4.9.2.4 – Spectators: no charge unless specified independently by facility

4.9.2.5 – Bike Rentals: fees may vary

4.10 – General Rules and Procedures:

4.10.1 – RMMM reserves the right to refuse participation in an event for whatever reasons it deems appropriate in accordance with the penalties as outlined below.

4.10.2 – All riders that participate in an event give RMMM the rights to use all photos, interviews, video and the like for promotional needs without permission from the riders.

4.10.3 – It is the responsibility of each rider to fully understand the rulebook and all information contained.

Chapter 5: Race Day Rules and Procedures

5.1 – Registration, Waivers, and Facility Fees:

5.1.1 – Pre-Registration:

Pre-registration will be available online 2 weeks prior to each event. Registering the morning of an event will incur an additional fee of \$20.00. Registration and Race Day Fees will not be refunded. If a rider is unable to participate in a race for any reason, it is at the discretion of RMMM to determine how funds will be obligated.

5.1.2 – Waivers:

All riders and/or spectators (dependent on facility) must sign all waivers and forms during registration on race day, even if online pre-registration was completed. All minors must have a legal guardian present to sign all waivers in order to participate. If a legal guardian is not present, a notarized affidavit indicating the acting guardian must be provided.

5.1.3 – Facility Access and Use:

Separate fees may be necessary to gain access to tracks on race day. These fees will vary depending on the track. RMMM has no control over outside fees for facility access/use.

5.2 – Inspection and Meetings:

5.2.1 – Technical Inspection:

All riders must pay race entry fees and pass technical inspection with bike(s) and equipment before the riders meeting.

5.2.2 – Riders Meeting:

All riders are required to attend a pre-race riders meeting. Riders who sign race day waivers/forms and pass tech inspection, but choose not to attend the riders meeting, will be made to start at the back of the grid for the first main race. Any rider who arrives after the riders meeting will start at the back of the grid for the first main race.

5.3 – Race Calls:

All races will receive 3 calls - stating which call and for what race class.

The first call will be made half way through the prior race.

The second call will be made at the completion of the prior race after all riders have exited the track.

The third and final call will be made two minutes after the prior race, which will indicate that all riders should be in the pre-grid area, ready to enter the track for the warm-up lap.

It is recommended that all riders be in the pre-grid area before the third call is given.

NOTE: All decisions made by the Race Director are final and cannot be protested.

Chapter 6: Flagging Protocols

6.1 – Flagging:

Flags are used as official communications during races and practice sessions. **It is the responsibility of every rider to know and understand the flag commands before race day.**

6.2 – Green Flag:

Displayed at Start/Finish. Indicates a race start and/or the resumption of normal racing after a yellow flag track condition.

6.3 – White and Green Crossed Flags:

Displayed at the Start/Finish line to indicate the halfway point of a race. This is only displayed during points races.

6.4 – White Flag:

Displayed at Start/Finish line to indicate the final lap of a race.

6.5 – Checkered Flag:

Displayed at Start/Finish line. Indicates the end of a race or practice sessions. All riders should complete one cool-off lap and proceed to pit lane.

6.6 – Yellow Flag:

When stationary, a yellow flag indicates caution or slow down. A waving yellow flag indicates no passing will be allowed for a position on the racing surface, and/or a serious condition that may require an avoidance maneuver. Passing may resume after riders have passed the incident.

6.7 – Red Flag:

Stops the race immediately. When a red flag is shown at the start tower or at a corner station, the rider must signal the riders behind him/her to show them that the rider is slowing to a safe controlled speed, and then should proceed slowly to the pit area. Do not stop on the track unless it is blocked and is impassable, or unless directed to do so by a race official.

6.8 – Blue Flag with Orange Stripe:

Informs a racer of a mechanical issue. Flag will be accompanied with a racers number. The flagged racer must immediately pull off the track if it is feasible to do so without causing a hazardous condition for other racers. The racer must wait trackside until the Race Director is able to address the situation.

6.9 – Black Flag:

Informs a rider of a safety violation. The flag will be accompanied with a racers number displayed on a whiteboard at the start/finish line. The flagged rider must exit the track using the pit lane at the completion of the current lap. The rider must wait in the pits until the Race Director is able to address the situation.

Chapter 7: Safety Gear Requirements

- 7.1 – There will be no exceptions to safety gear requirements. If safety gear does not meet the specifications noted below, the rider will not be able to participate.
- 7.2 – Helmets must be rated DOT approved or better and are mandatory. Helmets must have a full-face shield or goggles and must be made of a shatterproof material.
- 7.3 – Suitable protective attire made of durable fabric must cover the entire body. Suits made of leather or a combination of leather and durable fabric with protective armor are preferred.
- 7.4 – Knee and elbow protection is mandatory.
- 7.5 – Gloves must be made of leather or other durable fabric and must be in good shape without holes except for breathing holes. Severely damaged or worn gloves are unacceptable.
- 7.6 – Footwear must cover the ankle fully. Motorcycle or MiniGP racing shoes are recommended.
- 7.7 – Spine protectors are recommended.
- 7.8 – Junior riders **must** wear a motocross-style full chest/back protector or a spine protector.
- 7.9 - It is recommended (but not required) that riders include their number on the back of helmets for visibility and identification.

NOTE: The Race Director reserves the right to modify the rules at any time to ensure the safety of all riders.

Chapter 8: Technical/Safety Inspections and Bike Specifications

8.1 – Technical/safety Inspection:

All riders must report to and pass tech inspection before entering the racing surface.

8.2 – The bike will be checked for the following:

- Any leaks.
- Working kill switch.
- Loose parts, nuts & bolts.
- Catch cans on carburetor overflow and engine oil breathers.
- Silicon or safety wire on all bolts retaining oil or water.
- Working front & rear brakes.
- Tires must be in good condition and not showing any signs of excessive wear.
- Numbers must be at least 3” tall and displayed on the front fairing/number plate.
- All frames, wheels, and swing arms must be free of cracks and all welds must be stable.
- Bikes will be scrutinized according to the specifications of the class entered.

Chapter 9: Penalties and Consequences

Should it be deemed appropriate or necessary by RMMM and/or the Race Director, the following penalties and/or consequences will be enforced to ensure the continued safety and atmosphere of the racetrack, facilities, and club.

9.1 – Chapter 1: Racing Classes

If a bike is found to be outside of class specifications, the rider will be asked by the Technical Inspector to make the necessary adjustments before being allowed to participate in that designated class. If a rider fails or refuses to make the changes, that rider will be subject to disqualification from points on that race day. The option to join a different class will be made available, where points will be permitted.

9.2 – Chapter 2: Tech Rules

If a bike is found to not be following the tech rules, the Technical Inspector will inform the rider and ask for the necessary adjustments to be made before being allowed to participate in races that day. If a rider fails or refuses to make the changes, that rider will not be allowed to participate in the races that day in order to maintain the safety of the track, facility, and club.

9.3 – Chapter 3: Race Officiating

Race Officiators are present at the facility to ensure the safety and efficiency of the club. Riders, guests, and spectators are required to be respectful to all race-event and facility staff. In the event a person is found to be in non-compliance, that person will receive a warning. If they continue to be out of compliance (e.g., not following the directions of the Race Officiators, participating in unsafe behavior, entering the racetrack without permission, etc.) said person will be asked to leave the facility.

9.4 – Chapters 4 through 8: Policies, Procedures, Protocols, Requirements, and Specs

In order to maintain the safety and environment of the racetrack, all rules and procedures must be followed. If a person is found to be in violation of the rules and procedures, they may be subject to any of the following penalties as deemed appropriate or necessary by the Race Director:

9.4.1 – Receiving a warning to change the action or behavior

9.4.2 – Starting from the back of the grid for the next race

9.4.3 – Starting from the back of the grid for all remaining races

9.4.4 - Receiving a time penalty (20 seconds)

9.4.5 – Being disqualified from the next race or from a single class

9.4.6 – Being disqualified from all remaining races or classes

9.4.7 – Being removed from the facility or premises

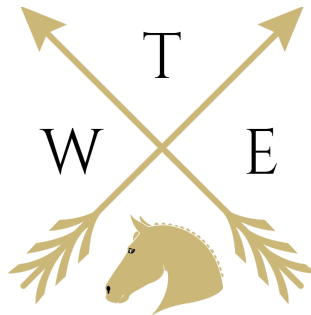
9.4.8 – Having the club membership revoked

9.4.9 – Other action as needed

- 9.5 – In the event of conflict between riders, RMMM encourages riders to resolve issues amongst themselves before involving the Race Director. If the Race Director must be involved RMMM will implement penalties on a three-strike basis, increasing in severity throughout the season.
 - 9.5.1 – Strike 1: Receive a verbal and/or written warning from race staff (including an email)
 - 9.5.2 – Strike 2: Depending on the severity, RMMM will implement any of the aforementioned actions above in 9.4.1 – 9.4.8.
 - 9.5.3 – Strike 3: Suspension of racing privileges with RMMM indefinitely, to be determined by the board of directors.
- 9.6 – Destruction of facility property can result in a monetary fine, suspension, or other action taken by the club or facility owner(s).
- 9.7 – All decisions made by the Race Director are final and cannot be protested.

***Please visit WWW.RMMINIMOTO.COM for additional information.**

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