

USRA  
Rulebook  
2018



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# FOREWORD

The USRA is a non-profit organization of motorcycle and ATV riders who are interested in sponsoring or participation in competitive motorcycle activities. The purpose of this association is to organize, coordinate, and regulate the activities of its members. In addition to this, the USRA will strive to promote motorcycling activities which benefit its members, other motorcyclists and the sport of motorcycling in general.

This rulebook is intended to promote safe and fair competition. It was created so that riders know what is expected of them and what they can expect. The USRA reserves the right to change, delete, and add rules as deemed necessary by the Executive Committee. Any typos, omissions, or unclear rules printed in this rulebook are subject to interpretation by the Executive Committee.

**Note: Read this rulebook carefully. There are several changes since the last rulebook. Most of the changes or important items are in bold print.**

## ORGANIZATON

### A. USRA Officers

Table 1 – USRA Officers

Chairman:	Mark Lundgreen	(801) 302-1186
Vice Chairman:	Ken Kirkwood	(435) 637-9585
Secretary:	Melony Lundgreen	(801) 254-1898
Desert Scorekeeper:	Lila Lundgreen	(801) 916-3613
Moto Scorekeeper:		
Desert Rep:	Charlie Jensen	(801) 319-2335
Desert Mini Rep:	Shane Birkinshaw	(801) 718-7533
Moto-X Rep:	James Boyter	(435) 979-0096
Moto-X Mini Rep:	Jeff Lundgreen	(801) 916-6716

### B. Meetings

1. Competition Committee - As needed under the direction of the Vice Chairman. Normally, but not always, held after the Executive Committee meeting.
2. Executive Committee - Meetings start at 7:30 p.m., the second Wednesday of each month at: Comfort Inn, 12033 South Factory Outlet Dr., Draper UT 84020, 801-571-2511
3. Open to all USRA members.

## RIDER REQUIREMENTS AND RULES

### A. General

1. Membership in the USRA is open to anyone. Applications for membership may be obtained from officers, club reps, or at any sanctioned event and must meet the following requirements:
  - a. Application must be completely filled out and the release form must be signed.
  - b. If applicant is less than 18 years of age, a legal parent or court appointed guardian must sign the release and have it notarized.
  - c. When signing up in any age class (i.e. over 25, over 30, over 35, etc), and in all mini classes, proof of age is required at the time of application. A copy of a birth

certificate, driver's license or school records must be provided. The date for all changes to take effect where it determines what class a rider is eligible to ride in shall be January 1.

- d. Membership fees: \$30.00 per year. One time rider fee (Day Pass) is \$10.00 per event. \$5.00 from the yearly membership goes to the land use fund.
  - e. Everyone 16 years old and under may be required to show a certificate from the State Parks Department showing completion of the OHV Education Course.
2. Membership in the USRA is for the calendar year only and expires on December 31 of each year.
  3. The USRA and its Officers and Executive Committee reserve the right to refuse, revoke or suspend the membership of any member or applicant for cause.
  4. Any rider applying for USRA membership will ride in the highest class he/she holds in that category in any other motorcycling organization.

## B. Class Definitions

1. Class - A group of riders determined by machine displacement, ability, age or sex. A class is comprised of three or more riders.
2. All riders will be classed as Beginner/Sportsman, Junior/Novice/C, Intermediate/Amateur/B, Pro/Expert/A, except for special "heads up" classes.
  - a. Beginner - A new rider with limited skills. No second year riders.
  - b. Junior/Novice/C - A moderately experienced rider.
  - c. Intermediate/Amateur/B - The average experienced rider and one who has advanced through proficiency from junior.
  - d. Pro/Expert/A - To be classified as a Pro/Expert you must first show proficiency as an Intermediate and be approved by the Executive Committee.
  - e. Pro/Expert/A and Intermediate/Amateur/B who consistently finish in the bottom 20% of their class may petition the Competition Committee to move to a lower class. The records of all who are moved back will be reviewed after three races by the Competition Committee. A Pro/A can only move down to Intermediate/B and an Intermediate/B can only move down to Junior/C.
  - f. General Mini rules
    1. All reference in the rules to Pro/Expert/A, Intermediate/Amateur/B or Junior/Novice/C also applies to mini riders.
    2. The date for all changes to take effect where it determines what class a rider is eligible to ride in shall be January 1.
    3. A mini rider may also ride big bikes.
    4. When a mini rider moves to big bikes, he may move down to any lower class except beginner. In Desert, mini Experts must ride in the Amateur class when moving up to a big bike. They cannot drop to Novice.

## C. Category - Desert, Moto-X

1. Desert and Moto-X are the only two Categories in the USRA.
2. When a rider rides in more than one category, he cannot drop more than one class. For example, an Expert in Desert cannot drop to Junior in Moto-X, but can drop to Intermediate.

## D. Riding Numbers

1. Riders must sign up and race under their own name and assigned USRA number at all sanctioned events. National Expert riders may request to ride with their national numbers. The rider must hold a current national license. The Desert rider classification is indicated by the color of number plates and numbers as follows:

Table 2 – Desert Number Plate Colors

Novice/C	Green background/White #s
Amateur/B	Yellow and Black
Expert/A	Black and White

Team	White background/Red #s
------	-------------------------

Desert racers must also run the appropriate class letter - letter to be 3" high block letter. Failure to run the proper numbers or color combinations can result in disqualification.

- a. Although Moto-X does not require color combinations all scoring will be identified by your assigned USRA number. Therefore, background and numbers must provide a good contrast for ease of identification.
  - b. NOTE: It is very important to run your own number.
  - c. Jr. Cycle 65cc 10-12 years old letter "A", Jr. Cycle 65cc 7-9 letter "B", and Powder Puff letter "G" shall not be required to run a particular color background as long as the number and background combination are of a proper contrast. An example of a proper contrast would be black numbers on a white background. Minimum number and letter size shall apply per the rule book.
2. Riding numbers will be assigned to riders based on the points earned the previous year in a particular class, with the exception of the Top 10. Motocross numbers are assigned on a first come, first served basis.
  3. Riders who have not earned points the previous year will be assigned the next available number.
  4. Earned numbers 10 and lower cannot be assigned to another rider.
  5. Riders who change classes during the year will be assigned the next available number as required.
  6. Riders must finish at least two events to earn a number for the following year.
  7. If a rider petitions to, and is advanced to a higher class, the rider will carry a maximum of 50% of the class leader's points in the higher class. The points earned in the lower class (if enough) will qualify the rider for that award and count toward the higher class award. However, a rider will only receive an award in the highest skill level in which he qualifies. For example, a rider cannot receive an award in the 250 Junior class and the 250 Intermediate class even if the rider would qualify for both. The rider will only receive the Intermediate award. Points will only be carried to a higher skill level, i.e. from Junior to Intermediate. No rider will carry points to any other classes (i.e. 125 to 250).
    - a. All class changes must be approved by the USRA. No rider may advance themselves without prior approval of the USRA. Any rider wishing to move down in class must petition the USRA. Any rider required to move during the year will be given an advancement plaque and a new membership card.
  8. The overall Desert Champion (as determined by the previous season's overall points) shall be permitted to use a blue background and white #1 on the number plates.

## E. Awards

1. Top Ten Desert Big Bikes and Mini are determined by total points (no dropped races) with work points added. This pertains just to the Top Ten year-end awards. (This does not apply to riding numbers or class awards).
2. Year-end awards shall be determined by totaling the points earned by each rider in their class at all point events held during the year as follows:
  - a. Desert riders: Ten or less races scheduled for the year - drop your worst race, eleven or more races for the year - drop two races.
  - b. Moto-X riders: Score your best finishes – dropping 2 days.
3. A rider must compete in at least 2 of the scheduled events for that calendar year in the category they are competing in order to qualify for any year-end award.
4. For an award in a class there must be a class of at least three riders at a minimum of two events during the year. This does not apply to the overall category awards. Only classes listed in this book are eligible for year-end awards. However, not all classes mentioned are eligible for a year-end award. Examples of these non-eligible classes are School Boy (desert) and Sportsman.
5. Special year-end awards may be given by approval of the Executive Committee.

6. If two riders are tied in points, the rider with the most wins or best overall finishes will receive the higher award.
7. The following awards will be given
  - a. Overall Category (mini and big bike)
    1. Desert Top Ten
    2. Moto-X Top Ten
  - b. Class Awards
    1. Year-end awards will be given to the top three in all big bike classes; top five in mini classes of all categories that have at least three riders at two events in that class.
  - c. Sportsmanship Award
    1. Awarded to the outstanding Sportsman of the year (voted on by the Executive Committee). There may be more than one sportsmanship award given.

## EVENT RULES

### A. Riders General

1. All riders must present their current USRA membership card, application or one time riders form in order to sign up at a sanctioned race.
2. Out of state racers will ride in the Pro class unless they have proof of current lower classification from another sanctioning body.
3. Riders must sign up and race under their own name and assigned USRA numbers and colors at all sanctioned events or are subject to disqualification.
4. Riders may sign up and race only in the classification in which they are classified in that category; i.e. Junior's may only race in the Junior classes, etc. If a rider wishes to change his class he must petition the Competition Committee.
5. Riders shall conduct themselves in a sportsman-like manner at all times before, during and after an event, both on and off the course. Examples of un-sportsman-like conduct include, but are not limited to, deliberately hitting or kicking another rider, deliberately causing another rider to crash, speeding through pits or spectator areas, or using foul, obscene or harassing language or gestures. Riders shall not be under the influence of drugs or alcohol while competing in an event. This rule also applies to those people with the rider.
6. Any individual consuming an excessive amount of alcoholic beverages or any illegal drugs during an event can be removed from the event.
7. All pets must be controlled at all USRA events (on a leash or tied up), to protect them as well as spectators and riders.
8. Persons camping at race events must conform to all requirements set by the club.
9. All flag signals must be obeyed immediately by all involved or concerned riders. A rider who disregards any flag may be expelled from the race, docked lap's, and/or suspended for an indefinite period by the officials of the event or a USRA official.
10. It is the sole responsibility of the rider to select a helmet and apparel which will provide appropriate protection. The USRA does not condone, certify or recommend any manufacturer for their products. The rider must rely on his own judgment in the selection of any helmet or apparel for durability and safety. The following items must be worn at all events:
  - a. Helmet full coverage DOT approved
  - b. Shatterproof goggles or face shields
  - c. Protective pants
  - d. Boots - Minimum of 8" high with laces, buckles, or zippers
  - e. Long sleeved, over the elbow, jersey or equivalent
11. The parent/guardian of any minor rider/spectator is fully responsible for the actions of that minor. Any and all penalties or sanctions may apply to the parent/guardian and/or rider.

12. All scorekeepers must have a printed tally of points in all classes posted at every event. Desert tallies must indicate if a rider has work points that have been earned and the percent earned.

## B. Trophies & Payback

1. Racing in USRA sanctioned events shall be by class with special classes for women, mini bikes, seniors, etc. At Moto-X, the minimum number of trophies to be paid in each class that is held will be at least 20% or more of the riders signed up in that class, provided that 20% or more of the riders finish the event. At least 1 trophy will be paid for each class that is run and has a finisher. The minimum number of trophies to be paid in the Minis will be 33 1/3% and Peewee 100%. When figuring percentages, round off to the nearest whole number. The minimum number of riders signed up to make a class is three. If there are fewer than three, they may, at the sponsoring club's discretion, be combined with the next higher class within their ability division. When only 1 or 2 riders sign up in a class the club may elect to combine the riders in the next higher class. The riders may then be trophied with that class and not individually. In other words if an Over 30 Junior is combined with the Over 25 Juniors, he may only trophy if he finishes in the top 20%. This also applies to cash payback in the Pro class. All points received will still count toward the rider's appropriate class. Riders must remain at the same skill level.
  - a. At all Desert races, 33 1/3% will be paid to all classes, INCLUDING Mini's.
2. Cash pay back for Moto-X Pros racing for cash will be paid at a minimum of 80% of all class entry fees to the top 33 1/3% of the riders.
  - a. Clubs may add money to the purse or pay a higher percentage or a larger percentage of the class if they elect to pay more than the above minimums.
  - b. Clubs may elect to pay cash to Experts in the Desert.

Table 3 – Cash Payback Schedule by Percentage

# Riders	1	2	3	4	5	6	7	8	9	10	11	12	13
3-4	100												
5-7	67	33											
8-10	50	34	16										
11-13	40	30	20	10									
14-16	33	27	20	13	7								
17-19	29	24	19	14	9	5							
20-22	25	21	18	14	11	7	4						
23-25	23	19	17	14	11	8	5	3					
26-28	20	18	16	13	11	9	7	4	2				
29-31	19	17	14	13	11	9	7	4	3	2			
32-34	17	15	14	12	11	9	7	4	3	2	1		
35-37	15	14	13	12	10	9	8	6	5	4	3	1	
38-40	15	13	12	11	10	9	8	7	5	4	3	2	1

## C. General

1. Moto-X only: A rider or legal guardian of a minor in the accused rider's class may call rider violations to the attention of the referee or a USRA official (this does not apply to Desert).
2. Desert only: Any such protest must be submitted in writing to the club referee or a USRA official. The protest should describe the problem observed and all pertinent facts, state the rule violated, name any witnesses, and state what outcome the protester desires (suspension, rule change, checkpoint thrown out, disqualification, reinstatement, etc). The referee or a USRA official does not need a protest to be made in order to make a ruling.
3. On the day at the event the outcome of a protest is determined by the sponsoring club's referee and not the club.

- a. Exception: In those circumstances when a USRA official has sufficient knowledge of the facts of the protest (such as personal observation) and feels the safety and/or competitive outcome of that event or subsequent event may be in jeopardy, the USRA official may overrule the referee.
4. If the referee/USRA official's decision or the USRA officials override is not satisfactory to the protester, they may appeal to the USRA. Any such appeal/protest will follow the guidelines of par. 6, 7, and 8 below, and will be voted on by the Competition Committee. There is no further appeal.
5. Any rider who is disqualified or penalized must be notified personally or in writing by the club referee or USRA official, the day of the event if possible. If a decision cannot be made the day of the event, the rider has until the next USRA meeting to protest or appeal.
6. The Competition Committee of the USRA is empowered to settle finally any appeal, protest, or dispute arising in connection with any sanctioned event. A decision by this Committee shall be final and binding to all parties.
7. Moto-X protests must be made in writing within 30 minutes of the moto.
8. At Desert events, rider or machine protests must be filed within one hour of the close of the event. A protest against the sponsoring club must be filed by midnight of the close of the event.
9. Protests of improper sign-up, i.e. wrong class, wrong name, etc. can be made to the Competition Committee at/by the next scheduled meeting.
10. All results, disqualifications and penalties must be posted and the riders notified one half hour after the close of an event before results are official.

#### D. Penalties

1. Unsportsmanlike conduct:
  - a. Minimum penalty is as follows:
  - b. First time - Suspended for that event.
  - c. Second time - Forfeiture of points for that event and suspension for the next two events.
  - d. Third time - Suspension for the season and forfeiture of points and awards.
  - e. Definition of Suspension - If a rider is suspended, a rider may not compete in ANY event, regardless of the number of classes that rider competes in.
2. Disqualification:
3. A rider who is disqualified is not scored for that event. If a rider is disqualified in the first moto he may not compete in subsequent motos.
4. Unless penalties are otherwise provided for in these rules, the USRA may suspend any rider for a period of time for violation of these rules or any of the practices listed hereinafter. The USRA may also fine a rider up to \$100.00 for each offense.
  - a. Competing under a false name or attempting in any way to gain an unfair advantage.
  - b. Engaging in any unfair practice, misbehavior or action harmful to the sport or motorcycling, whether relating to competition or not.
  - c. Conspiring with another person to violate any rule.
5. Moto-Tally Scoring Rules
  - a. Failure to get helmet scanned at signup.
  - b. Running wrong number/color combination.
  - c. Day use background/numbers are current race only.
  - d. Hitting the Moto-Tally timing arch.
  - e. Race machine must pass through Tech-inspection.

Any of these violations will be cause to drop racer from race results for the current race day.

## E. Machine Protests

1. The referee or USRA official has the authority to examine the machine of any rider entered into an event, including bore and stroke without a protest.
2. Any rider or spectator may call machine violations to the attention of the referee or a USRA official.
3. Machine protests must be accompanied by a \$50.00 fee from each protesting party. If the protest is valid the fee will be returned. If the protest is invalid the protested party will keep the fee. The referee or USRA official may elect to wait until after the event to perform any inspection.
4. If a protest is valid the rider will be suspended for a minimum of one (1) event.
5. A rider refusing to allow a protested machine to be examined must forfeit all prizes won during that day's event will be suspended for one calendar year.

# MACHINE RULES

## A. General

1. On production machines, the engine must be of the same basic design and materials of the production model. The manufacturer's crankcase and cylinder must be used. Unless otherwise indicated in this rulebook, displacement specifications for that engine must be the same as from the manufacturer. Maximum allowable overbore is .080 inches per cylinder for all machines. Displacement is defined as bore area x stroke length.
2. Number Plates
  - a. On motorcycles, three number plates are required at all USRA events including Desert. Nothing but a number, and for Desert, a letter should appear on the plate. Numbers should be clearly legible, be a minimum of five inches high standard block letters, and shall not be shaded or outlined. Letters should be three inches high block letter and shall not be shaded or outlined. Numbers, letters and backgrounds must be the rider's assigned number with the appropriate background and letter for the class ridden. No chrome or iridescent numbers or backgrounds may be used.
  - b. ATV's must have a front and rear number plate consisting of a white background and black numbers. Rear plates must be at least 8 inches by 10 inches with 6 inch block numbers and hang from rear grab bar. ATVs will be inspected prior to practice and have until the first moto to comply.
3. Excluding Desert, all kick/side stands are not allowed and all glass should be removed.
4. Foot-pegs with rounded ends are mandatory on all machines. They must fold back to an angle of 45 degrees.
5. Exhaust pipes shall eventually be directed to the rear, parallel in plane to the ground. The end of the pipes must not project beyond any part of the vehicle, in most cases, the rear fender.
  - a. The referee or a USRA official may disqualify a machine at any time during the event for excessive noise. All machines must be muffled at the start of an event.
  - b. US Forestry service approved spark arrestors are required at all Desert events. There are no exceptions. All riders must use them, regardless of USRA membership. Rider must have spark arrestor at the end of the race or he/ she may be disqualified. No points will be awarded and a rider may be disqualified for not using a USFS approved unit. Window Screens are not acceptable.
6. All machines must be equipped with at a minimum: All OEM safety equipment; Brakes, rounded foot pegs, chain guards, a kill switch to stop the engine in case of an emergency, mounted within reach of the hand while the hand is on the grip.
7. In Moto-X, any mini bike that is not legal in the 80cc - 85cc classes must be approved for exclusive use in the SuperMini class by the Motocross or Mini

- chairman.
8. All ATV's must be equipped with a tethered kill switch so as to kill the motor if the rider becomes separated from the machine.
  9. Only pump gasoline or racing fuel with a maximum of 110 octane shall be permitted for use at any sanctioned USRA event. No methanol, nitro methane or oxidizers such as nitrous oxide shall be permitted. Use of such fuels shall be considered as un-sportsman-like conduct and shall be subject to USRA penalties for such conduct.
  10. **For Desert, All race machines must pass through Tech-Inspection before or after race event.**

## B. Special Limitations

1. Peewee's 10-12" front wheel, 10" rear wheel.
  - a. Stock - 50cc - Must have original engine, carburetor, frame, front suspension, exhaust system and automatic/centrifugal clutch supplied by the manufacturer for that particular model. The bike must also have original brakes, swing arm and gas tank. It must utilize original shock mounting on frame and swing arm. No change to the engine or carburetor will be allowed, with the exception of carburetor jets. Only the following changes will be allowed in the Stock Class (these changes do not add to the power output of the stock machine, they are considered accessories and may be changed for safety if desired). Handlebars (not to exceed 29' in width), triple clamps, quick throttles, foot pegs, rear shock, seat covers/padding, fenders, tires, sprockets, carburetor jets, spokes and rims (must be the same size as stock).  
 The frame may be strengthened or repaired by adding metal via welding (or similar). Engine stabilizing or support brackets and skid or protector plates may be added. Original air box may be replaced or drilled. Foot brakes may be added.  
 Front springs may be replaced if no modifications are required, grease seals may be replaced with boots, and outer tubes may be strengthened to prevent bending. Aftermarket piston and rings will be allowed providing specifications are the same as original factory piston and rings available for that year/model bike. Oil injectors may be disconnected or removed. Spark arrestor baffles may be removed.
  - b. The following is the approved list for which class a Peewee is eligible to ride in.

Table 4 – Peewee Eligible List

Brand & Model	Shaft	4-6 Stock	7-8 Stock	Open	Pit Bike	Powder Puff
<b>Honda</b>						
CRF-50 / XR-50	Yes	Yes	Yes	Yes	No	Yes
CRF-50 Modified	No	No	No	No	Yes	Yes
CRF-70 / XR-70	No	No	No	No	Yes	Yes
<b>Kawasaki</b>						
KDX50	Yes	Yes	Yes	Yes	No	Yes
KLX110	No	No	No	No	Yes	Yes
<b>KTM</b>						
Mini Adventure	Yes	Yes	Yes	Yes	No	Yes
Sr. Adventure	No	No	Yes	Yes	No	Yes
50 SX Pro Jr.	No	Yes	Yes	Yes	No	Yes
50 SX Pro Sr.	No	No	Yes	Yes	No	Yes
<b>LEM</b>						
RX2	No	Yes	Yes	Yes	No	Yes
RX3	No	No	Yes	Yes	No	Yes

<b>Polini</b>						
X1	No	Yes	Yes	Yes	No	Yes
X3	No	No	Yes	Yes	No	Yes

<b>PRC</b>						
LX	No	No	Yes	Yes	No	Yes
LX-R	No	No	Yes	Yes	No	Yes
LX-RR	No	No	Yes	Yes	No	Yes

<b>Suzuki</b>						
JR50	Yes	Yes	Yes	Yes	No	Yes
DRZ 70	Yes	Yes	Yes	Yes	No	Yes
DRZ 70 Modified	No	No	No	No	Yes	Yes
DRZ 110	No	No	No	No	Yes	Yes

<b>Yamaha</b>						
PW50	Yes	Yes	Yes	Yes	No	Yes
PW80	No	No	No	No	Yes	Yes
TTR 50	Yes	Yes	Yes	Yes	No	Yes
TTR 50 Modified	No	No	No	No	Yes	Yes
TTR 110	No	No	No	No	Yes	Yes

\* Certain models may be subject to change in eligibility during the season. Brands or models not listed are subject to review for eligibility by the USRA Competition Committee or the motocross or mini chairman.

\* The Pit Bike class is reserved for approved machines that are not eligible for the stock or open classes.

2. Junior Cycles 60cc - 65cc, 12' rear and 14" front wheel limit. If bike is legal in a Peewee class it cannot be run in the 60cc - 65cc class.
3. The dimensions of the Mini Cycle (85cc, 2 stroke/ 150cc, 4-stroke) wheel base can be no greater than the longest stock model made that year. The maximum wheel size is 17" front and 14" rear.
  - a. Maximum displacement for the Super Mini Class is 112cc.
  - b. Maximum wheel size in the Super Mini Class is 19" front and 16" rear.

## MOTOCROSS

### A. Points

1. A rider will receive points for year-end awards according to the riders overall class finish based on the following schedule:

Table 5 – Motocross Points

1 <sup>st</sup> – 25 POINTS	8 <sup>th</sup> – 13	15 <sup>th</sup> – 6
2 <sup>nd</sup> – 22	9 <sup>th</sup> – 12	16 <sup>th</sup> – 5
3 <sup>rd</sup> – 20	10 <sup>th</sup> – 11	17 <sup>th</sup> – 4
4 <sup>th</sup> – 18	11 <sup>th</sup> – 10	18 <sup>th</sup> – 3
5 <sup>th</sup> – 16	12 <sup>th</sup> – 9	19 <sup>th</sup> – 2

6 <sup>th</sup> – 15	13 <sup>th</sup> – 8	20 <sup>th</sup> – 1
7 <sup>th</sup> – 14	14 <sup>th</sup> - 7	21 <sup>st</sup> & UP - 0

## B. Move-Up Points

1. Move-up to the next higher class will only occur prior to the first race of the year. The only exception will be if the Competition Committee feels the rider truly belongs in a higher class, they may move that rider
2. Move-up points will be accrued during the years as follows:

Table 6 – Motocross Move-Up Points

1 <sup>st</sup> overall	4 points
2 <sup>nd</sup> overall	3 points
3 <sup>rd</sup> overall	2 points
4 <sup>th</sup> overall	1 point

3. The number of move-up points needed to cause a rider to be moved to a higher class the next year is:
  - a. Junior, 48 points or 32 points with four 1st place finishes.
  - b. Intermediate/B, 72 points or 48 points with four 1st place finishes.
    1. An Intermediate/B will not be moved up to Pro/A for a minimum of two(2) calendar years unless deemed necessary by the Competition Committee.
  - c. At all events, full points are awarded in classes of 5 or more riders. In classes of less than 5, only the winner will receive 1 point.
  - d. All riders retain move-up points at the end of each calendar year. The move-up points will carry from year to year and accumulate until the rider moves to a higher skill level.
  - e. Beginners, 48 points or 32 points with four 1st place finishes.

## C. Moto-X Rules

1. Flag signals
  - a. All flag signals must be obeyed immediately by all involved or concerned riders. A rider who disregards any flag may be docked a lap, disqualified or suspended for an indefinite period of time by the officials of the event.

Table 7 – Flag Signals and Colors

Green	Start of a race
Yellow	Danger or Caution. Be prepared to stop. Maintain position until passed danger. Do not pass. Do not jump doubles, triples, tabletops, etc.
Red	Stop (all riders)
Black	Waved at 1 rider. Rider stops immediately.
Crossed	Half way.
White	One lap to go.
Black White Checkerboard	End of race.
Blue	Move over, allow rider to pass.
White/Red Cross	Ambulance on track.

2. General

- a. Riders must have a current USRA membership card in their possession at all events. Failing this a rider must apply for a new card at an event if he/she fails to bring their card to the event.
- b. All riders are required to ride with the correct numbers as given them by the sign-up personal or the USRA Motocross scorekeeper. Riders failing to comply may not be allowed to compete or may not be scored. No color combinations required, but they must contrast.
- c. Riders will draw for or have a computer generated pick for gate position in the first moto. The second moto gate position will be assigned in the order of the first moto finish.
- d. Minimum number of laps for each practice session is three; Peewee's exception. More practice laps can be given at the tracks discretion. Practice starts may be made during practice sessions only.
- e. No prepping on the track side of the gate is permitted. On concrete starting pads, there is no prepping beyond the edge of the concrete. This includes spectators, mechanics, and riders. A rider is subject to disqualification if he preps or allows anyone else to prep in front of his gate.
- f. Riders and spectators are not allowed on the track during races or practice. A rider may be disqualified for being on the track or allowing members of his pits on the track.
- g. Any rider jumping the start may be penalized one lap. Restarts will be at the discretion of the race referee or USRA official.
- h. Starting gate procedures are as follows:
  1. Starter gets acknowledgment from each rider that they are ready.
  2. 30 second board is held up.
  3. Board is turned to 5 seconds.
  4. Board is held flat or sideways.
  5. The gate will drop in a minimum of 2 seconds and a maximum of 7 seconds.
- i. If there are too many machines for the width of the starting area, then the sponsoring club must use heat races, last chance qualifying, and a main event. Width is designated as 40 inches per bike.
- j. Mini cycles will not be practiced or raced at the same time as full sized motorcycles.
- k. Riders who practice with the wrong group are subject to disqualification or being penalized at the discretion of the referee or USRA official. A rider may practice only in that rider's classification, i.e., Junior/Intermediate/B/Pro/A, however, an Intermediate may practice and race with either the Pros or Juniors. A rider can only practice once unless the rider is signed up for 3 or more classes or rides 2 or more classes on 2 different machines. A rider may not practice more than twice under qualifications listed above.
- l. Riders will be considered to have finished a points event provided they meet the following requirements:
  1. A rider is considered to have finished a moto provided he crosses the finish line after the leader receives a checkered flag, either within a time specified by the sponsoring club or before the next class passes him and provided he has completed at least half as many laps as the leader. A rider can push his bike cross-country to the finish line and be considered a finisher if he has met all other requirements.
  2. A rider is considered to have finished a Moto-cross event provided he finishes at least 1 moto out of 2, or 2 moto's out of 3.
  3. A rider must use the same frame for all motos within a particular class. A rider will be disqualified for switching bikes between moto's in the same class.
- m. Moto-X events are scored by the following system. Riders shall receive points

based on their order of finish in each moto as follows:

Table 8 – Moto-X Event Scoring

1 <sup>st</sup>	1 point
2 <sup>nd</sup>	2 points
3 <sup>rd</sup>	3 points
4 <sup>th</sup>	4 points
5 <sup>th</sup>	5 points
6 <sup>th</sup>	6 points

Riders who do not start, receive 88 points for a DNS. Rider's who do not finish, receive 89 points for DNF. Overall finishing positions are determined by the total number of points, with the rider with the least number of points winning. In case of ties the final positions are determined by the riders finishing position in the final moto. A rider must complete one lap before he/she can receive a DNF.

- n. During any practice session or race it is expressly forbidden to ride or push any machine for any reason in a reverse direction on the course.
  - o. The referee or USRA official can exclude immediately any rider who, in his opinion, is guilty of any foul, unfair, or dangerous riding.
  - p. A rider or riders who leave the course for any reason must return to the course at the same place of exit (a jump is a part of the course). A rider or riders who fail to do so can be penalized from 3 positions to 1 lap.
  - q. Additional rules of conduct may be issued for particular events and will be explained in posters, rider's meetings, or information sheets prior to the race.
  - r. Electronic communications will not be allowed with any rider.
3. Different classes may compete in the same course at the same time. However, Beginners and or Junior's may not be combined with Pros/Experts, but Intermediates may be combined with Pros or Juniors, either during practice or during events. This does not apply to ATV's, School boy, Open Amateur, A/B riders or Mini's.

#### D. Classes

1. The following classes are the only classes eligible for year-end awards and earned numbers. Other classes may be run at the clubs discretion but are not recognized as point classes.

Table 9 – Motocross Classes

Class	Age	Ability
Peewee 4-6: 1-50cc Stock	Thru 6 years	Junior
Peewee 7-8: 1-50cc Stock	7-8 years	Junior
Peewee Pit Bike	Thru 9 years	Junior
Peewee Open	Thru 9 years	Junior
Peewee Shaft 4-6	Thru 6 years	Junior
Peewee ATV "Adv" ***	8-14 years	Intermediate Amateur
Peewee ATV "Beg" ****	Thru 10 years	Beginner
Powder Puff *	Thru 10 years	Junior
65 6-8: 60cc-65cc, 6-8	6-8 years	Junior
65 9-11: 60cc-65cc, 9-11	9-11 years	Junior
65 6-11: 60cc-65cc, Open	6-11years	Junior

85 Beginner: 17" Front, 14" Rear 80cc-85cc 80-150cc 4- stroke Big wheels: 19" Front, 17" Rear	7-15 Years	Beginner
85 7-11: 17" Front, 14" Rear 80cc-85cc 80-150cc 4-stroke Big wheels: 19" Front, 17" Rear	7-11years	Junior
85 12-15: 17" Front, 14" Rear 80cc-85cc 80-150cc 4-stroke Big wheels: 19" Front, 17" Rear	12-15 years	Junior
Super Mini: 17" or 19" Front 80-112cc 2-stroke 80-150cc 4-stroke	Thru 15 years	Heads-Up
250cc: 21" Front Wheel 125-153cc 2-stroke 250cc 4-stroke	None	Junior Intermediate Pro
450cc: 21" Front Wheel 250-285cc 2-stroke 450cc 4-stroke	None	Junior Intermediate Pro
Open: 21" Front Wheel	None	Junior Intermediate Pro
Over 25	Over 25 years	A/B
Over 30	Over 30 years	A/B
Over 40	Over 40 years	A/B
Women Mini: 65cc- 112cc 2-stroke 80- 150cc 4-stroke	None	Heads-Up
Women: 21" Front Wheel	None	Heads-Up
ATV 4 Wheel 450 Class ***** 250cc 2-stroke 450cc 4-stroke	Over 16	Junior Intermediate Pro
ATV 4 Wheel 250 Class ***** 125cc 2-stroke 250cc 4-stroke	Over 13	Junior
ATV 4 Wheel Open Class***** NON PAYING CLASS for Pro riders 250cc 2-stroke max 450cc 4-stroke max	Over 16	Junior Intermediate Pro
Schoolboy Class 125cc 2-stroke 250cc 4-stroke	12-16 years	Junior Intermediate
Open Amateur 125cc 2-stroke 250cc 4-stroke and 250cc 2-stroke 450cc 4-stroke	Over 14	Junior Intermediate
Big Bike Beginner 125cc 2-stroke 250cc 4-stroke and 250cc 2-stroke 450cc 4-stroke	None	Beginner

\* Only machines eligible for Peewee racing, or machines up to 65cc with an automatic clutch and wheels up to 14" front and 12" rear, can be ridden in the powder puff class.

- \*\* All other 4-stroke bikes will be classified by the mini representative and motocross representative and will be brought back to the USRA.
- \*\*\* Up to 90cc 2-stroke, 125cc 4-stroke. Mini ATV modified or stock considered “race ready”- i.e. Apex Pro MX & DDR DRX90, Modified shall be determined as any aftermarket modifications made to the suspension, engine, carburetion, clutching or exhaust. The USRA ATV or Mini Rep will allow these stock bikes in the ATV B Class for beginner riders only. Please bring this to our attention at rider sign up on raceday.
- \*\*\*\* Stock up to 90cc 2-stroke “CVT”, 125cc 4-stroke. USRA ATV or Mini Rep will allow non modified (stock). Apex PRO MX & DDR DRX90 for beginner riders.
- \*\*\*\*\* Note: Minimum age can be waived by the USRA provided the rider has demonstrated they have the skills, abilities, and race experience. Rider is 11 years old and has been racing in an advanced class like ATV A. Rider is 15 years old and has been racing in the ATV 250 Jr. Class and wants to race a 2<sup>nd</sup> ATV in the 450 ATV class.

Note: Nerf Bars or Running Boards, and kill switch tethered to the rider are mandatory for safety considerations and will be required in all ATV Classes.

## USRA MOTOCROSS CLUB SUPPLEMENT

### A. Club Supplement

1. Requirements for club membership.
  - a. To be eligible for membership, a club or promoter must be interested in promoting USRA Competition events.
  - b. To be eligible for club membership, a club must have at least ten USRA Members.
2. Requirements for continuing membership in the USRA.
  - a. Each year by the February meeting, each club or promoter must submit a list of ten USRA members who are members of the club.
  - b. Each club must have a club representative and two alternates chosen from its membership to represent the club at all USRA meetings. The meetings are held on the second Wednesday of each month at 7:30 p.m. The meeting place is - Comfort Inn, 12033 South Factory Outlet Dr., Draper, UT 84020. USRA Meetings are open to any rider or spectator. However, discussions of a subject may be limited to the club reps and the Executive Committee if the chairman feels that it is necessary. The club rep or his alternate must attend at least 9 meetings per year. Only the elected rep or his alternate may vote for the club at the meetings. All reps must know that when they vote on an issue, they are voting as their club voted, not as they personally feel. A club may only cast one vote and represent one club. Failure to comply with these rules could result in a penalty fine towards your performance bond.
  - c. Each club must submit copies of their insurance certificates to the USRA Secretary and scorekeeper 30 days prior to the event. Each club must attend the meeting before their race and have all important information concerning the event. The club should be prepared to answer any questions that may arise at the meeting. They must also attend the meeting after the race and have all vital information, i.e., injury reports, number of riders, any protests or disqualifications. They must also be prepared to pay by check the \$3.50 per rider fee to the USRA if it has not already been paid.
3. USRA Sanctioned events.
  - a. The maximum number of USRA sanctioned motocross point events that will be held during a year is 12 weekend events.
  - b. One or more meetings a year will be designated as a “Dates” meeting. At

these meetings the events for the following year will be finalized. No date changes will be made without the executive committee approval, which must be done at a USRA meeting at least 30 days prior to the past or new scheduled event.

- C. Date draws will be as follows: Any club in good standing with the USRA will receive one USRA point event per category. Those clubs that are considered senior clubs, i.e. 5 continuous years experience with USRA point events, will be eligible for a second point event. The second point event picks would be granted in order of the best rider turnouts for the previous year. If there are second date picks available, any junior clubs, in picking a second date, would also follow the same procedure as the senior clubs. The maximum number of USRA point events per category that any club can hold will be three in any combination, i.e. 2 desert - 1 motocross, 1 desert - 2 motocross, 3 desert, 3 motocross.
4. All new or 1st year clubs must attend a minimum of 9 meetings before a date may be selected. All dates will be put on the schedule as a TBA: (To-be-announced) date.
5. A USRA sanctioned no-point event must be run (90 days for Moto-X, 1 year for Desert) prior to the "TBA" date with the supervision of at least two USRA officials. All standard requirements, i.e., insurance, track/course rules, pre/post race reports, injury reports, etc., are mandatory.
6. If the non-point event is completed to the satisfaction of the USRA Executive Committee the "TBA" date shall be awarded.
7. If a new or incoming club or promoter can demonstrate their ability to hold a sanctioned point event by providing proof of sponsoring other races with the USRA or with another racing organization. The USRA Executive Board may waive the requirement to hold a sanctioned non-point event before a point event may be held.
8. If the "TBA" date is not awarded to the new club, it shall be put up for selection by any USRA club in good standing.
  - a. Any club in good standing may apply for a sanctioned event. All races on the USRA schedule will be sanctioned by the USRA. Only those dates previously agreed to by the Executive Board may be sanctioned. No two USRA events can be held on the same day of weekend. NO two USRA MX events can be held on back to back weekends.
  - b. Sponsoring clubs are required to do the following at all sanctioned events.
    1. Mail a poster to every USRA member at least 2 weeks before the event. Posters must include the following:
      - a. The fact that it is a USRA event.
      - b. Where the event is being held, with a map or directions.
      - c. Sign-up, practice, riders meeting and start times.
    - d. Entry fees for each ability (Jr., Int., Pro, and Peewee)
    - e. Machine classes (50cc - 500cc).
    - f. Names and phone numbers for information about the race.
    - g. Minimum number of trophies that will be awarded. (The minimum number of trophies is 20%, 33 1/3 % for Mini's, and 100% for Peewee's).
    - h. All official USRA Sponsors must be included on posters, flyers, etc., for a USRA sanctioned event.
  2. Items needed for each race
    - a. Must provide a \$500.00 performance bond.
    - b. Furnish insurance certificate naming USRA as co-insured.
    - c. Must have an ambulance.
    - d. Must provide an adequate number of toilets for the anticipated turnout.
    - e. Must have the minimum of trophies for each class. One trophy will be



prefers a stagger then the classes should be staggered. The club, the referee or a USRA official may limit the number of staggers.

12. Track Standards
  - a. A USRA official can require any change to a race course that he feels is unsafe to participating riders.
  - b. Course should be a minimum of 20' wide.
  - c. Any jump (single, double, or triple jump) should have an adequate landing (i.e. prevent take-off ramps from having extreme drop-offs).
  - d. Course must be fenced off to prevent spectators from entering the riding area.
  - e. Course should be adequately prepped and groomed.
  - f. Must have the ability to water the course as necessary.
  - g. Must provide a starting gate.
    1. Must be a backward falling gate.
    2. Gate must be a minimum of 40' wide.
    3. There must be a minimum of 30 individual gates.
13. If an event is cancelled due to weather or other natural causes the club shall:
  - a. Award all riders who wish to leave their sign-up fee(s) with a 1st place position in their signed up classes.
  - b. All other riders are entitled to a refund of their fees and will be removed from all race forms. Gate fees are non-refundable.
  - c. No trophies will be given for that event.
  - d. If the first moto has been completed and the race is cancelled, the 1st moto will be final. There will be trophies awarded but no refunds.
14. A copy of the USRA gate/track rules must be furnished at the front gate.
15. All USRA motocross clubs and promoters are required to own their own copy of Trackside computer software. All USRA motocross clubs must score all USRA motocross races with Trackside. If there are technical difficulties, the motocross club and/or promoter will work with USRA representatives to repair said technical difficulty prior to scoring said race by paper.
16. Each Club must submit evidence of insurance to the USRA Secretary and to the Scorekeeper a minimum of 30 days prior to the scheduled race. The minimum policy will be 1 million dollars and must name the USRA as additional loss payee.
  17. A \$3.50 per rider fee will be paid to the USRA at the first meeting following the race if not already paid on race day. From rider fees collected, the USRA will deposit \$2.00 per rider to the year-end banquet fund, \$1.00 to the USA-ALL fund, and pay the Scorekeeper .50 per rider.

## MINIMUM GATE RULES

### A. Minimum Gate Rules

1. Rule book. A copy of the USRA rule book is available at sign-up.
2. Sign-up requirements:
  - a. You must have USRA Membership card or a USRA day pass card.
  - b. If you are signed up in one class as a beginner, you can only ride in a beginner class. The same goes for Juniors/B, Intermediates/B and Pros/A.
3. If you race Expert in Desert you can only drop to Intermediate. If you race Amateur in Desert you can only drop to Junior. If you race Novice in Desert you cannot drop to Beginner.
4. Practice rules.
  - a. You may practice only with the class in which you are signed up. Intermediates may practice with either the Pros or Juniors.
  - b. If you are caught double practicing or practicing with the wrong class you will have a minimum penalty from 3 positions, 1 lap or disqualification.
5. Racing rules

- a. Un-sportsman-like conduct (fighting, aggressive behavior, aggressively hitting or kicking another rider and cheating) will not be tolerated. Minimum penalty is disqualification.
  - b. There is no prepping in front of the starting pad. If you are caught doing so you will be turned around backwards at the start of the race.
  - c. You may not pass another rider, double/triple jump or jump through the whoops on a yellow flag. This is a safety issue. Please be considerate of the downed riders. The minimum penalty is 3 positions, 1 lap to disqualification.
  - d. If you are not going to jump an obstacle (double, triple or table top) hold your line so that other jumpers can safely complete that obstacle.
  - e. You must be at least 25 years of age and a Beginner or Junior rider.
  - f. You will be penalized a minimum of 3 positions to 1 lap for any jumping violations.
6. Protests
    - a. Only the rider or the parent/guardian of a mini rider may file a protest. This protest can only be in that rider's class.
    - b. All protests must be given to the club referee or a USRA official in writing within 30 minutes after the protested moto is finished.
    - c. Machine protests must be accompanied with a \$50.00 fee from the protesting party.
    - d. Machine rules. See rule book.
  7. Peewees. There are 6 Pee wee classes including stock and modified. Check with sign up and make sure that your riders are in the proper class.
  8. Pit riding. Club discretion.

## DESERT

### A. Points

All desert point events have the same predetermined value. Different classes will not be scored separate. They will be scored against all other riders in the same skill level. A rider will be scored in the order they finish. USRA Desert points shall be awarded to full USRA members. All one day, national riders and other non-USRA members shall be dropped from the results leaving only full USRA members for points and position tabulations regarding year- end points, according to the following chart.

Table 10 – Desert Points

	Expert	Amateur	Novice
1.	5200	2600	1300
2.	4852	2426	1213
3.	4572	2286	1143
4.	4352	2176	1088
5.	4188	2094	1047
6.	4065	2032	1016
7.	3946	1973	986
8.	3831	1915	958
9.	3719	1860	930
10.	3611	1806	903
11.	3507	1753	877
12.	3406	1703	851
13.	3308	1654	827
14.	3214	1607	803

15.	3122	1561	781
16.	3033	1517	758
17.	2948	1474	737
18.	2864	1432	716
19.	2784	1392	696
20.	2706	1353	676
21.	2630	1315	658
22.	2557	1279	639
23.	2487	1243	622
24.	2418	1209	604
25.	2351	1176	588
26.	2287	1143	572
27.	2225	1112	556
28.	2164	1082	541
29.	2105	1053	526
30.	2049	1024	512
31.	1993	997	498
32.	1940	970	485
33.	1888	944	472
34.	1838	919	459
35.	1789	895	447
36.	1742	871	436
37.	1696	848	424
38.	1652	826	413
39.	1609	804	402
40.	1567	783	392
41.	1526	763	382
42.	1487	743	372
43.	1449	724	362
44.	1412	706	353
45.	1376	688	344
46.	1341	670	335
47.	1307	653	327
48.	1274	637	318
49.	1242	621	310
50.	1211	605	303
51.	1181	590	295
52.	1151	576	288
53.	1123	561	281
54.	1095	548	274
55.	1068	534	267
56.	1042	521	261
57.	1017	509	254
58.	992	496	248
59.	969	484	242
60.	945	473	236
61.	923	461	231
62.	901	450	225
63.	879	440	220
64.	859	429	215
65.	838	419	210
66.	819	409	205
67.	800	400	200
68.	781	391	195
69.	763	382	191
70.	746	373	186
71.	729	364	182
72.	712	356	178

73.	696	348	174
74.	680	340	170
75.	665	332	166
76.	650	325	162
77.	635	318	159
78.	621	311	155
79.	608	304	152
80.	594	297	149
81.	581	291	145
82.	568	284	142
83.	556	278	139
84.	544	272	136
85.	532	266	133
86.	521	261	130
87.	510	255	127
88.	499	250	125
89.	489	244	122
90.	478	239	120
91.	468	234	117
92.	459	229	115
93.	449	225	112
94.	440	220	110
95.	431	215	108
96.	422	211	106
97.	413	207	103
98.	405	203	101
99.	397	198	99
100.	389	195	97

*Note: Points continue on per a predetermined formula.*

## B. Move-up points

1. Move-up to the next higher class will only occur prior to the first race of the year. The only exception will be if the Competition Committee feels the rider truly belongs in a higher class, they may move that rider.
2. Move-up points will accrue during the year as follows, based upon ability class finishes. A rider will only receive move-up points if the rider's finishing position is in the top 20% of the ability division.

Table 11 – Desert Race Move-Up Points

1st Place:	6 Points
2nd Place:	5 Points
3rd Place:	4 Points
4th Place:	3 Points
5th Place:	2 Points
6th Place:	1 Point

For example: in an ability division of 20 riders, 20% would be 4 places. So 1st through 4th finishers will receive move-up points. 5th place on will not receive any move-up points. The number of move-up points needed to cause a rider to be moved to a higher class the next year is:

Table 12 – Desert Move-Up Points Needed

Novice	15 points
Amateur	50 points

3. Move-up points will carry from one year the next until a rider accumulates enough points to be advanced.

### C. Work Points

1. No rider shall receive work points for any event in which he competes, **that is sanctioned solely by the USRA.**
2. Members of a club are eligible for up to 125% of their average earned Desert points in work points for a race in which they are involved in the setup, organization and actual performance of the race.
  - a. To calculate work points, divide a rider's total earned points by the number of races available, less the amount of races dropped. Multiply that figure by the percentage given for work points (up to 125 %).
3. The promoting club **or association of the race** is responsible for determining what percentage each club member earns **ranging from 0 to 125% depending on the amount of participation from that rider.**
4. Work points are limited to 2 events per calendar year.
5. To work a race, counts as a race finished, provided a rider finishes at least two Desert events.
6. Riders who work a race count their points towards an earned number, category award and the top 10 overall Desert award.
7. Desert clubs must send a list of all club members eligible for work points to the Secretary/Scorekeeper at least 30 days prior to the event. Failure to do so will result in the loss of all work points for that club for that event. The club must also send a list of club members who actually worked the race, along with their earned percentages to the scorekeeper with the race results within 30 days of the completion of the race. All race results must show the amount of work points received by each rider.
8. Any abuse of work points may be reviewed by the Executive Committee.
9. Club members, and any others working a race, must have a valid AMA card to receive work points at races where riders are required to have an AMA card.

### D. Rules

1. A rider may compete in only one class in a single event. Mini bike riders may ride a big bike on the big bike course at the sponsoring clubs discretion.
2. All posters and event advertisements must clearly designate the distance required for each class.
3. Novice riders must start after the Amateur/Expert riders unless approved by the USRA prior to the event.
4. The Over 60 Expert Class will no longer vote on the number of loops or laps they ride or race unless the race is over 60 miles in length.
5. All mass start will begin with all riders on their bikes with all engines dead, by dropping banner located in the front of the start line, no more than 500 yards away. The banner will be held up for a minimum of one minute prior to dropping it.
  - a. Desert Starts: All clubs will have 2 banners (smoke bomb) that all riders must go between on mass starts. The suggested distance apart: Big Bikes 100 yards, Mini Bikes 50 yards.
6. A rider must progress along the race course by mechanical power of his own machine or by his own unaided muscular power. A rider who is towed will be disqualified. A rider may not use assistance to push his bike across the finish line. A rider must use the same frame for the entire race.
  - a. Pitting of competitors, i.e. goggles, water, etc., shall take place only in the

- mainpit area or at designated alternate gas sites as determined by the sponsoring club. No outside assistance by pit crews shall be permitted to racers beyond the pit area. The only exception to the “outside assistance” clause shall be limited to current participants who are willing to offer aid and assistance to participants that have suffered a mechanical breakdown during the course of the event.
- b. Pit speed shall be 1st gear ONLY! No passing, 15 MPH maximum speed. Any participant found exceeding any of these shall be subject to penalty or disqualification.
  - c. Failure to come to a complete stop and receive a check mark at a stop check may be cause for disqualification or demotion in finishing position, unless this is waved in advance by the sponsoring club.
7. Any rider who cuts course or rides in areas which are announced off limits, or a rider who leaves the marked course or trail and proceeds in the direction of the course by using a different terrain of more favorable nature to his advantage (i.e. riding an unmarked road that parallels the course in the rough) can be penalized or disqualified. No competitor can practice, ride or survey the course by any means (i.e. mountain bike, horseback, by foot, airplane, llamas, etc). An exception to surveying the course can be made by the sponsoring club for “no pre-run” starts in which competitors will be allowed to walk the start area for a predetermined distance as approved by the sponsoring club. Any participant found riding within 100 yards of a marked desert course anytime within 15 days prior to or the day of an event may be disqualified. A rider shall stay within the marked course or be disqualified.
  8. Unless announced as a “No Pre-run Start”, the area from the start line to the smoke bomb is not part of the marked course and may be ridden prior to the event. Pre-riding of the smoke bomb area is allowed one way only. The marked course starts at the smoke bomb and may not be ridden prior to the event. Riders must use a marked return lane. Riding the start backwards is prohibited.
    - a. No mechanical grooming shall be permitted beyond the starting line. This includes addition of foreign materials to aid in a competitor’s available traction. Competitors shall be permitted to use their hands and feet only to remove hazardous objects (i.e. rocks, sticks, barbed wire, etc) from their chosen line through the start area.
  9. Official finish of a race is a minimum of 200 feet from the finish chute. The club will have a checkered flag clearly marking the finish. This is where an official will record the number of each rider as he passes the checkered flag.
  10. A racer must start, compete, and finish on the originally tech inspected machine.
  11. Riders who break down or DNF for any reason must check in with the sponsoring club before leaving the area. This is required for clubs and scorekeepers to keep track of any downed or injured riders who may still be on the course. Failure to do so may result in a loss of points and/or a charge of un-sportsman like conduct. In case of an injured rider, friends or family should make every attempt to notify the club of the rider’s condition and location.
  12. Riders will be considered to have finished an event provided they meet the following criteria:
    - a. For a Hare & Hound the rider must go the entire distance specified for that class and must finish within a specified time.
    - b. For Hare Scrambles and Grand Prix, the rider must cross the finish line after the overall leader has finished. They must finish within the minimum of laps pre- specified by the sponsoring club, if less than the full distance is sufficient. The lesser distance must be at least half (50%) as much as the leading rider completes. **Exempt Classes: All Novice Big Bikes, All Novice Minis, Big Bike Sportsman Classn, Over 60 Class, Over 70 Class.**
    - c. Once a rider begins a loop he must finish the complete loop in order to finish the event.
    - d. Stop check points will have a first aid kit, drinking water and a fire

extinguisher.

13. The start of the second or any other subsequent loops will be at the home check point. Once a rider has passed home check that rider will be considered to be attempting an additional loop.
14. A loop longer than 40 miles must have at least 1 checkpoint with gas available. Longer loops must have a gas check for each 40 miles.
15. Stop Checks
  - a. At all USRA Desert point events, race courses shall have a home check point (pit row) and a minimum of one mid loop stop check unless prior approval is granted by the USRA Executive Committee.
  - b. Stop checks shall be marked by a two foot square sign designating the number of the check, visible for at least 150 feet. Riders may be disqualified for coming into a checkpoint from the wrong direction.
  - c. Unless instructed otherwise by the referee or a USRA Official, all riders must come to a complete stop.
  - d. A rider who bypasses a stop check by cutting course will be disqualified.
  - e. A disputed stop check will remain valid if 75% of the riders recorded at the next stop check were also at the contested stop check.

## E. Mini Rules

1. The mini bike start will follow the same rules as big bikes.
  - a. Start order for Mini's: 1. Experts, 2. Amateurs, 3. Novices, 4. Novice Women/Powder Puff, 5. All 65cc/Schoolboy.
  - b. If there are less than 2 riders in a class, the club may choose to start that class with another.
  - c. The sponsoring club may run the expert minis with the big bikes with USRA approval.
2. Courtesy or chase riders will start after the last wave of mini bikes to help all mini racers who need help. All chase riders are required to sign up (fee optional based on club), and to start and stay behind the last mini rider. Chase riders may only complete one loop. If the mini course takes more than 10% of the big bike course, the mini riders and chase riders may not ride the big bike race unless it is open to pre-running.
3. Powder Puff and Novice Women.
  - a. The Powder Puff class will have a 19" front wheel and a 16" rear wheel limit. The Powder Puff class will be scored as its own ability class using the Mini Novice points scale. They will use a letter "G" to classify them as a Powder Puff.
  - b. The Novice Women class will have a 19" front wheel a 16" rear wheel limit, and maximum bike size limit of 250cc. The Novice Women class will be scored as its own class using the Mini Novice point scale. The Novice Women class will use a letter "W" to classify them as **Novice Women**.
4. There are two 65cc classes. Ages 10-12 years old, with a letter designation "A". Ages 7-9 years old, with a letter designation "B". They are separate from the other miniclasses using the Mini Novice point scale.
5. Big wheel, purpose built racing bike 80cc – 112cc 2-stroke/ 75cc – 150cc 4-stroke are allowed in the Junior classes. They are considered Junior for all scoring, trophy and award purposes. Nothing larger than 112cc 2-stroke or 150cc 4-stroke is allowed. Purpose built, performance race bikes, maximum tire size of 19" front, 17" rear, emphasis is placed on riding ability versus machine displacement. Care should be taken to place the child in the appropriate class for the child's ability to enhance the competitiveness of the entire class and improve the racing conditions of all involved.
6. The mini class shall run a minimum of 1 hour from the start of the last wave. The leader will finish the last loop before the checker flag comes out. All riders shall finish behind the leader.

F. Desert Classes

Table 13 -- Desert Classes

Class	Age	Ability	Letter
Pee Wee "A"	4-8 Years	Heads Up	P
Jr. Cycle 65cc	10-12 Years	Heads Up	A
Jr. Cycle 65cc	7-9 Years	Heads Up	B
Junior 66-112cc 2-stroke 75-150cc 4-stroke	Thru 15 Years	Novice Amateur Expert	J
Mini School Boy*	Thru 15 Years	Novice	S
<b>Powder Puff</b>	<b>None</b>	<b>Heads Up</b>	<b>G</b>
Mini Women	None	B C	W
Lites: 125-200cc 2 stroke 250cc 4-stroke	None	Novice Amateur Expert	A
250 201 -250cc	None	Novice Amateur Expert	X
<b>Open Pro/AA</b>	<b>None</b>	<b>Pro</b>	
Open 19" front tire min. 17" rear tire min.	None	Novice Amateur Expert	
Women	None	B C	W
Over 30	Over 30 Years	Novice Amateur Expert	V
Over 35	Over 35 Years	Novice Amateur Expert	P
Over 40	Over 40 Years	Novice Amateur Expert	S
Over 45	Over 45 Years	Novice Amateur Expert	C
Over 50	Over 50 Years	Novice Amateur Expert	M
Over 60	Over 60 Years	Heads Up	R
Over 70	Over 70 Years	Heads Up	Z
ATV 4 Wheel	None	Heads Up	A
ATV 4 Wheel	None	Heads Up	B
<b>UTV 1000</b>	<b>None</b>	<b>Heads Up</b>	
<b>UTV Unlimited</b>	<b>None</b>	<b>Heads Up</b>	
<b>UTV sportsman/beginner</b>	<b>None</b>	<b>Heads Up</b>	
<b>Team B</b>	<b>None</b>	<b>Heads Up</b>	<b>T</b>
<b>Team C</b>	<b>None</b>	<b>Heads Up</b>	<b>T</b>

- \* Ineligible bikes include any purpose-built racing 60cc-112cc 2-stroke, 150cc 4-stroke, including, but not limited to, the following models: Honda 80/85, Honda Expert, Honda CRF150R, Kawasaki 60/65, Kawasaki 80/85, Kawasaki 100, KTM 65, KTM 85, KTM 105, Suzuki 65, Suzuki 80/85, Yamaha 80/85, Maximum tire size of 19" front and 17" rear. Start with the powder puff class. The School Boy class will be scored as its own class using the Mini Novice points scale.
1. Notes:
    - a. One sportsman class may be run in the big bike race. It will be for fun only and receive no trophy or year-end points. There will also be a sportsman schoolboy class that will run on the mini course with the letter S, first year riders only up to 200cc's.
    - b. The Open Class shall be open to all bikes with a minimum wheel size of 19" front, 17" rear.
    - c. Over 70 Class: No trophies, Start with or behind the Novice division, One loop in a Hare and Hound or ½ the required time in a multi loop race, No entry fee or ½ entry fee.
  2. Women's Class Notes:
    - a. Three classes available in the Women's class. Class B – to be considered Amateur, and Class C – to be considered Novice, and Powder Puff to be considered Beginner.
    - b. Women's class color combinations will match the Amateur, Novice, and Powder Puff – Amateur (Class B): black and yellow with the letter "W", Novice (Class C): green background with white numbers and letter "W", Beginner (Powder Puff): green background with white numbers and letter "G".
    - c. B Class will start on the Amateur wave and the C Class will start on the Novice wave with Big Bike races. With Mini races, Novice Women and Beginner (Powder Puff) will start in Wave 4 as a separate Wave (as referenced in Section E, 1, A). If less than 2 riders in this class in the Mini race, refer to Section E, 1, B.
    - d. *Excluding Mini Women's*, any woman competitor racing a national event for national points and level will start on Expert Wave as outlined in the AMA rules and will be scored accordingly to the class in which she chooses to compete.
  3. PeeWee "A" Class Notes:
    - a. PeeWee "A" 50cc, Letter designation (P), Age Limitation (4-8), Bike Limitation 0-51cc 2-stroke, 0-110cc 4-stroke, Wheel size maximum 12" rear, 14" front, Number plates will be Yellow background with Black numbers only (unless 1 day pie plate).
  4. **Open Pro/AA Class:**
    - a. **This class is open to all Pro Big Bike Riders and will offer 50% payback at each race (No trophies awarded), clubs may add additional purse at their discretion.**
    - b. **Payout will be awarded UP to 5<sup>th</sup> position, depending on the number of riders signed up for the event.**
    - c. **Signup fee for the Pro/AA Class will be at the clubs discretion, no higher than double regular signup fee.**
    - d. **This class will be eligible for end of year awards plus cash payout.**
    - e. **Pro/AA riders must purchase a USRA Pro/AA card to be eligible for USRA end of year awards/cash payout.**
    - f. **NO one day cards.**
    - g. **Pro/AA card charge will be double current USRA membership charge, 50% of membership fee will go toward end of year payout for top 3 Pro/AA riders.**
    - h. **Number Plates: Red background with White numbers, Only Pro/AA riders can ride with the Red background and appropriate White numbers.**
    - i. **Starts: Timed starts, Pro/AA riders will start on the 1<sup>st</sup> row. Dead engine mass starts, Pro/AA will start on 1<sup>st</sup> row with all the Experts.**
  5. **UTV Classes and Rules**  
**UTV 1000 (Limited modifications 1000cc and under), UTV unlimited (All turbo charged and unlimited race UTV's) and UTV sportsman/beginner (900cc and under).**

The following UTV Safety and General rules apply to all classes except as noted otherwise.

1. All vehicles must pass technical inspection prior to going to starting line. Failure to do so will result in loss of gate pick.
2. Once a vehicle goes thru technical inspection it is treated as if it has already raced.
3. All factory suspension a-arm, trailing arm pivot points must remain in stock location.
4. No nitrous or any other pressurization/injection type system will be allowed.
5. All vehicles must have a fire extinguisher and it must be readily accessible to the driver. It must be mounted with a quick release type mechanism.
6. Race numbers will be a minimum of eight (8) inches tall with the specific color designation for the class. Number shall be readable from sides of each car. Side Door Numbers are NOT allowed. The vehicle MUST have side "fin" numbers. (Behind the roll cage just above the rear fenders on both sides.)
7. Aftermarket well-built roll cages made for racing are recommended. No factory stock roll cages will be allowed. Factory cages will only be allowed if modified/reinforced and tied into rear bumper/frame at two points. Gusseting of the factory cage is highly encouraged.
8. Metal roof panels strongly recommended.
- A. All vehicles must have rear facing chase lights. One blue & one amber. One of these must flash.
9. Lockable side protection doors must be mounted in a way as to not be able to pop open during racing. Factory doors with secondary locking mechanism are approved.
10. Driver & Passenger side nets or hand restraints are required.
11. 2" or 3" wide, 5 (five) point restraint system for both driver and occupant are required. The 5 (five) point system must include an antisubmarine belt that is at least 2" wide.
12. Certified head restraint system is strongly recommended for all classes.
13. Full personal safety gear must be worn to include:
  - a. Fire retardant suits strongly recommended that cover from neck to ankles.
  - b. Helmets, gloves, goggles or racing shoes or boots.
14. Tech hours Friday and Saturday.  
IT IS THE RESPONSIBILITY OF THE RACER to have their vehicle go through tech and vehicles must complete Technical Inspection prior to going to staging.
15. There is no passing/touching in the scoring chute. Passing in the chute will result in disciplinary action up to and including disqualification. Destruction of the scoring chute will result in time penalty, monetary fine and or disqualification.

The following rules only apply to Sportsman/Beginner class.

1. This is not a competition class and will not receive USRA championship points.
2. No vehicle may race more than 3 times in the Sportsman/Beginner Class without meeting all safety requirements for their race class.
3. Factory Roll cages are allowed but not recommended.  
Aftermarket well-built roll cages made for racing are recommended. If factory roll cage is used gusseting and supporting the factory cage at two points that go to rear bumper/frame are highly encouraged.

6. Team Class Notes:

Team B:

- a. Team B shall consist of three members, (Only 1 expert per team unless approved by the USRA competition committee) a minimum of two team members must participate in the event.
- b. Team Rider of Record: The person listed on the entry form to be the main operator of the bike entered in an event. The rider of record must sign all entry and release forms in person during the normal registration time in order to be eligible for points, trophies, and contingency awards in that event. Identification may be required during registration.
- c. Team Co-Rider: A person listed on the entry form as a co-operator of a bike that is eligible to ride during the course of the race. The co-rider must sign all entry

and release forms in person during the normal registration time at the same time as the Team rider of record is signing all entry and release forms.

- d. All registered Team participants shall be eligible for trophies and finisher pins.
- e. The rider of record along with 2 previous team participants, who shall be identified by Team rider of record, will be eligible for year-end awards. No participants shall receive awards in more than one Team or class.
- f. For a Team to be eligible for year-end awards, all team riders throughout the season must be full USRA members.
- g. Team must start, compete, and finish on the originally tech inspected machine.
- h. Teams shall start on the Amateur wave and run red numbers and the letter "T" on white backgrounds.
- i. Teams are NOT eligible for an event overall award.
- j. Points for the team class shall be based on the Amateur points scale, scored separately as its own class.
- k. The team class shall not be eligible for Top 10 awards.
- l. A rider must complete 1 loop to be eligible for a trophy.
- m. Entry fees for teams at clubs discretion with a limit of no more than 150% of big bike cost.
- n. Bike size shall be 125 cc or larger - NO mini's or ATV's allowed.
- o. One rider may not solo the event.

#### Team C:

- a. Team C shall consist of three members, (Only 1 expert per team unless approved by the USRA competition committee) a minimum of two team members must participate in the event.
- b. Team Rider of Record: The person listed on the entry form to be the main operator of the bike entered in an event. The rider of record must sign all entry and release forms in person during the normal registration time in order to be eligible for points, trophies, and contingency awards in that event. Identification may be required during registration.
- c. Team Co-Rider: A person listed on the entry form as a co-operator of a bike that is eligible to ride during the course of the race. The co-rider must sign all entry and release forms in person during the normal registration time at the same time as the Team rider of record is signing all entry and release forms.
- d. All registered Team participants shall be eligible for trophies and finisher pins.
- e. The rider of record along with 2 previous team participants, who shall be identified by Team rider of record, will be eligible for year-end awards. No participants shall receive awards in more than one Team or class.
- f. For a Team to be eligible for year-end awards, all team riders throughout the season must be full USRA members.
- g. Team members may ride their own bike all bikes must pass through tech inspection.
- h. Teams shall start on the Novice wave and run red numbers and the letter "T" on white backgrounds.
- i. Teams are NOT eligible for an event overall award.
- j. Points for the team class shall be based on the Novice points scale, scored separately as its own class.
- k. The team class shall not be eligible for Top 10 awards.
- l. A rider must complete 1 loop to be eligible for a trophy.
- m. Entry fees for teams at clubs discretion with a limit of no more than 150% of big bike cost.
- n. Bike size shall be 125 cc or larger - NO mini's or ATV's allowed.
- o. One rider may not solo the event.

**A complete copy of the USRA rulebook is available for download at:**  
**[www.usracing.org](http://www.usracing.org)**

# USRA DESERT CLUB SUPPLEMENT

## I. Requirements for Club Membership

1. To be eligible for membership as a Club, a Club must be interested in promoting off-road motorcycle and ATV competition events. A Club must have at least ten (10) U.S.R.A. members.
2. To be eligible for membership as a Promoter, a Promoter must have a sponsoring Club for the first event by the Promoter and have a Representative to attend meetings. All requirements of a Club apply to a Promoter as well other than that listed in the above paragraph. All references to a Club also apply to Promoters for the remainder of this Supplement.

## II. Requirements to be a Club in good standing.

1. Provide by February meeting of each year a list of Club members. This must also list a Club representative and two (2) alternates. Attend at least nine (9) Executive committee meetings throughout the year. Only the listed representative, or one of the listed alternates, may vote for a club. They should vote, as their Club desires, not how they personally feel on an issue. A Club Representative may only represent one Club. In addition each Club must attend the meetings listed below.
  - a. Date Meeting - Several meetings towards the end of each year will be set aside as a Date Meeting. Dates will only be given to Clubs in good standing.
  - b. The meeting prior to a Clubs event - Each Club will attend the meeting prior to their event. They need to be prepared to answer questions regarding their event and must furnish an Insurance Certificate listing the U.S.R.A. as a co-insured, for the amount of \$1,000,000.00 (minimum) at that time, The Insurance Certificate must also be emailed to the Desert Rep. and USRA Secretary 15 days prior to the event.
  - c. The meeting following a Club event - Each Club will attend the meeting following their event and provide the following.
    1. Completed Race results will be given to the Scorekeeper.
    2. Injury report will be given to the Secretary.
    3. Rider fee (\$3.50 per rider) will be given to the Secretary if not already paid.
    4. A report of the race with the number of riders, injuries, protests, DQ's, and any other pertinent information will be given to the executive committee.
    5. School Meeting - All Desert Clubs must attend the Desert School.
2. Each Club desiring an event must provide the U.S.R.A. \$500.00 by the February meeting to be held by the U.S.R.A. as a performance bond. If a club has done all required, they will receive their \$500.00 following their event. If a Club does not perform as required they can be fined all or part of the \$500.00. A club who does not perform as required can be removed from good standing for future events.

## III. U.S.R.A. Sanctioned Events

1. A club in good standing may apply for a sanctioned point event. A Sanctioned Point event will be referred to as an event from here on. Only events scheduled at a date meeting may be sanctioned.
2. Date draws will be as follows: Any club in good standing with the USRA will receive one USRA point event per category. Those clubs that are considered senior clubs, i.e. 5 continuous years experience with USRA point events, will be eligible for a second point event. The second point event picks would be granted in order of the best rider turnouts for the previous year. If there are second date pick available any junior clubs, in picking a second date, would also follow the same procedure as the senior clubs. The maximum number of USRA point events per category that any club can hold will be three in any combination, i.e. 2 desert - 1 motocross, 1 desert - 2 motocross, 3 desert, 3 motocross.

3. There shall be at least one weekend between events in the same category, unless approved by the Executive Committee.
4. Club will not have any kind of event, race, or organized activity that will interfere with another Clubs Sanctioned Point Event.
  - a. All new or 1st year clubs must attend the minimum of 9 meetings before a date may be selected. All dates will be put on the schedule at a "TBA" (To-be-announced) date.
  - b. A USRA sanctioned non-point event must be run (90 days for Moto-X, 1 year for Desert) prior to the "TBA" date with the supervision of at least two USRA officials. All standard requirements, i.e., insurance, track/course rules, pre/post race reports, injury reports, etc., are mandatory.
  - c. If the non-point event is completed to the satisfaction of the USRA Executive Committee the "TBA" date shall be awarded.
  - d. If a new or incoming club or promoter can demonstrate their ability to hold a sanctioned point event by providing proof of sponsoring other races with the USRA or with another racing organization. The USRA Executive Board may waive the requirement to hold a sanctioned non-point event before a point event may be held.
  - e. If the "TBA" date is not awarded to the new club, it shall be put up for selection by any USRA club in good standing.

#### IV. The following will be required of all Clubs for their events.

1. The Club will post a race flyer on the USRA web site for USRA members to download at least two (2) weeks prior to their event. The following is the minimum requirements of information on the poster.
  - a. The fact that the event is a U.S.R.A. Point Event.
  - b. The location where the event is being held, with a map or directions explicit enough to ensure all riders can find the event.
  - c. The times a rider is required to be at sign-up, practice times, riders meetings, tech inspections, or any other required attendance.
  - d. Amount of entry fees required by class, size or any other determining factors.
  - e. Any U.S.R.A. classes that will not be ran.
  - f. Names and phone numbers for riders to contact about event information.
  - g. The amount of trophies and cash payback for each class. The minimum is 20% trophies to big bikes, 33 1/3% to minis, and 80% cash payback to Pro's where applicable. All race participants who finish the minimum race distance requirements set forth by the host club shall be rewarded with a "Finisher Pin." The pin shall meet the following minimum requirements: Tie tack design, approximately 1 square inch in size and shall be designed to commemorate the particular race.
  - h. All official USRA Sponsors must be included on posters, flyers, etc. for a USRA sanctioned event.
2. Items a Club must provide or perform at each event
  - a. Secure signed release forms for all riders and spectators. Minor release forms are also required for all minor participants.
  - b. Rider information sheet at sign-up. This complies with BLM Permit where applicable.
    1. It should have the Race Referee and the Race Chairman listed.
    2. List any other information like pit rules, times and places riders may be required, etc.
  - c. Resolve all protests at the event. If the rider wishes, he may appeal to the Competition Committee at the next meeting. It is the Clubs responsibility to ascertain all the facts and make a fair and equitable decision based on the rulebook. The Club Representative should be the Race referee for the event.
  - d. Provide a minimum of four (4) porta-potties or equivalent at each event. Large or long events should plan on more.
  - e. Have an ambulance on site prior to any practice or race.

- f. Have a Riders meeting. This should include all important information, i.e. Race Referee, Race Chairman, start times, the number of laps/loops/or minimum requirements for a finish race or starting order, etc. Any special rules or particulars should be mentioned at this time. All course markings and/or flags should be reviewed and any dangerous areas should be mentioned.
  - g. Provide sufficient trophies and cash payback for the classes ran. A class is three (3) riders. If there are not enough riders to make a class, the Club may elect to trophy or pay them anyway or combine them with the next higher class in the some skill level. In either event the riders will be notified prior to the race.
  - h. All race personnel must not consume illegal drugs or alcohol on the day of the race.
  - i. Hare and Hound events should be at least two (2) separate loops with a total minimum of 60 miles. Hare scrambles should consist of a loop that is a minimum of 2 1/2 miles to 40 miles maximum. Race length is determined by the promoting club with a minimum of 1 hour for novices and 1 1/2 hours for AM/EX.
  - j. Desert Starts: All clubs will have 2 banners (smoke bomb) that all riders must go between on mass starts. Suggested distance between banners: Big Bikes 100 yards, Mini Bikes 50 yards.
3. **Pee Wee "A" Race Procedure:**
    - a. **All events shall run a designated minimum approximate time limit or distance which shall be: 50cc - 30 Minutes**
    - b. **Starts will be dead engine with riders astride their motorcycles. No straddling the front wheel. Banner will be held for no less than 30 seconds before start of the event.**
  4. **Pee Wee "A" Course:**
    - a. **Course to be approximately 1-mile-long for 50cc.**
    - b. **Course must consist of "bomb run", pit row and a course return/finish which allows for all Mini classes to remain lined up before the next race start.**
    - c. **Course must be marked in a standard way using ribbon, arrows and pennants**
    - d. **During PeeWee "A" race, All Mini riders, pit crews, machines and equipment are not permitted on the starting line until authorized by the race official.**
    - e. **Riders shall line up on their assigned start row on a first come first served basis. Race bike can only reserve start position. No crates, practice bikes, stakes etc.**
    - f. **Riders may only walk start to designated "bomb".**
    - g. **Once the banner for the PeeWee "A" race is raised all engines must be shut off and all crew members must leave the start area. The banner will be held for no less than 30 seconds. Once the banner drops all riders may start.**
    - h. **Once event starts there will be no outside assistance allowed by parents or crew members outside of the "pit row". Only other racers or course workers may help riders.**
  3. Items specifically for Desert
    - a. First aid kit, drinking water and a fire extinguisher at all stop checks.
    - b. Proper Tech inspection. Must check for US Forest Service Approved Spark Arrestor, proper number plate colors, numbers, and letters.
    - c. There must be at least one Stop Check per loop unless prior approval is given by the USRA Executive Committee. Stop Checks will be clearly marked, 50-100yards before the Stop Check. Stop Checks shall have sufficient personnel to mark bike and two (2) persons recording bike numbers in the Check Books.
    - d. Clubs must provide gas checks on all loops longer than 40 miles. If conditions warrant, the Club may elect to provide gas checks on shorter loops should sand, mud, steep mountains or other conditions shorten gas mileage.
    - e. Course markings and signs will be consistent throughout the U.S.R.A.
      1. Course markings will be fluorescent or day glow pink ribbon and marked heavily before and after corners and intersections.
      2. Danger markings will be blue ribbon and/or 5-7 inch round or Square signs, painted day glow orange.

3. Arrows and wrong ways will be preprinted cards, 3"x 6" or larger (no pie plates).
  4. Course mileage markers, indicating distance traveled, shall be posted at least every 5 miles along the course.
- f. Results shall be posted in a timely manner. A finish board will suffice for this.