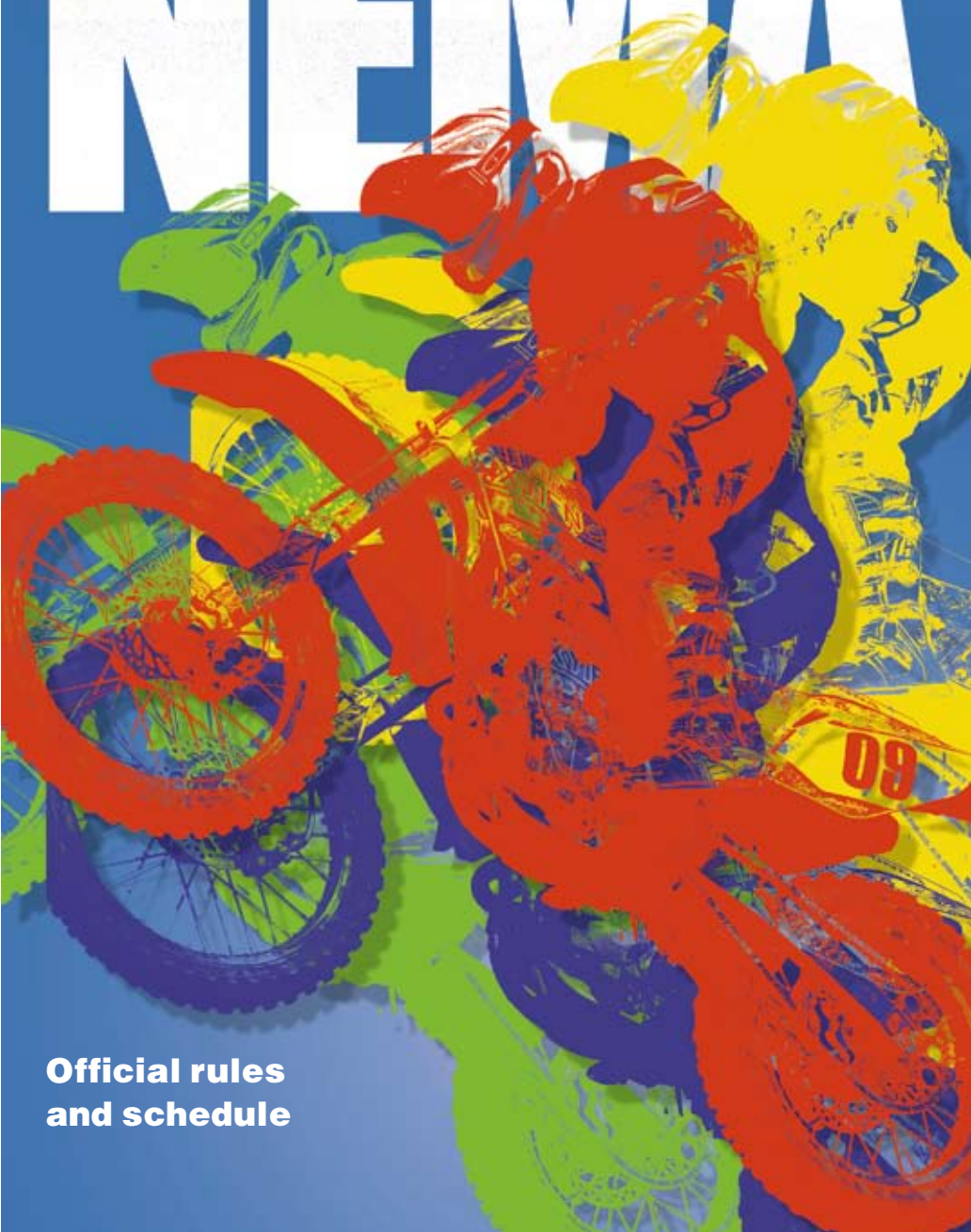


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## MISS ME BUT LET ME GO

When I came to the end of the road  
And the sun has set for me,  
I want no rites in a gloom filled room,  
Why cry for a soul set free.  
Miss me a little - but not too long.  
And not with your head bowed low.  
Remember the love that we once shared,  
Miss me - but let me go.  
For this journey that we all must take,  
and each must go alone.  
It's all part of the Master's plan,  
A step on the road to home.  
When you are lonely and sick of heart,  
Go to the friends we know,  
and bury your sorrows in doing good deeds,  
Miss me - but let me go.

Jason C. Shute Mary Lou Shute  
April 17, 1994 March 16, 1997

For further information please contact:  
NEMA Board of Directors Mike Moran 508-529-1401

## MISSION STATEMENT

It is the intention of NEMA to enable youngsters to take an active part in motorcycling activities on a level with their peers and in which they may be competitive; to encourage

responsible, safe and proper use of the motorcycle as a legitimate recreational vehicle; to foster a sense of fair play, communal understanding and sportsmanlike conduct.

No exclusion of events or activities shall be made upon the basis of race, color, creed, sex or national origin. All participants in NEMA activities shall compete under the same rules and the appropriate classes as determined in this rule book. Whether competing or casually riding his/her motorcycle, the NEMA member should always observe proper dress in regard to safety. A clean and properly maintained machine is always a safer machine. By maintaining his/her motorcycle in good state of repair, the NEMA member learns the mechanical hazards that may be avoided, develops a technical understanding of the machine and establishes habits that will make future riding safe and enjoyable, whether it is on the track or on the road. NEMA members should not ride their motorcycle on public streets or thoroughfares open to normal traffic. Though some manufacturers make their products available with street legal equipment, it is the opinion of NEMA that those machines defined for use in NEMA events are not truly road-worthy vehicles.

## FOREWORD

Please read the Entire Rule Book so that you know and understand all the rules of NEMA. If you have any questions, ask the Referee or Board Members. Riders and participants are required to know and understand the rules and regulations which cover an event sanctioned by NEMA and are (by reason of entry) definitely bound by such rules and regulations. A membership in NEMA shall be construed as acceptance of the rules and regulations therein and affirmed by the participation in events sanctioned by NEMA. These rules for competition are intended as a guide for conduct of a sport and pursuit to a uniform set of regulations. Changes made this year are based on previous season observations and experiences along with recommendations from competition riders. These rules govern sanction, organization and conduct of NEMA events as well as the eligibility of competitors and vehicles. Competitors can expect strict but fair enforcement of these rules. Rules directed or related to safety are promulgated to ensure everyone involved has a primary concern of safety. But each participant in NEMA competition is responsible for assessing the safety aspects of the facility and conditions, and personally assumes the risk of competition. Please note that in addition to NEMA rules and recommendations, all rider participants must obey local, state, and federal regulations. Advice from technical personnel, competitors and other experts has been a great assistance in the formulation of these rules. Additional help has been provided by the industry and others involved with the sport. NEMA's Board of Directors reserves the right to refuse any rider from participation in any NEMA event

## 2009 NEMA RACE SCHEDULE

### Spring Series

April 4th-MX-338, Southwick, MA  
April 25th & 26th-Capeway, Carver, MA  
May 9th & 10th- Hemonds, Minot, ME  
May 16th-MX-338, Southwick, MA  
May 23rd & 24th-Winchester, Winchester, NH  
June 6th & 7th-MX-207, Lyman, ME  
June 13th-MX 338, Southwick, MA  
July 4th & 5th-Hickory Hill, Granville, NY

### Fall Series

July 11th & 12th-Capeway, Carver, MA  
July 18th-MX-338, Southwick, MA  
July 25th-Winchester, Winchester, NH  
August 1st & 2nd-MX-207, Lyman, ME  
August 22nd & 23rd-Hemonds, Minot, ME  
September 19th-MX-338, Southwick, MA  
September 26th & 27th-Hickory Hill, Granville, NY  
October 3rd-MX-338, Southwick, MA  
October 10th-Winchester, Winchester, NH

## NEMA RACE ORDER

Mini 50 (4-6)  
Mini 50 (7-8)  
125 A (12-18)  
125 B (12-15)  
125 B (16-18)  
Parent class all ages (A,B,C)  
125 C (12-15)  
125 C (16-18)  
65 A/B (7-11)  
65 C (7-11)  
85 A (7-15)  
85 B (7-15) (new for 2009)  
85 C (7-11) (12-15)  
GrandPrix  
Woman's 12+ (B class 79cc to 250f) (C class 79cc to 250f) (NO 250 2-Stroke)  
Mini 50 Open  
125 Schoolboy (12-15)  
125 Collegeboy (16-21)  
LCQ IF NEEDED  
Junior mini  
Super mini  
65 All  
450cc 4-Stroke Class 16+  
  
Pit bike (12" rear wheel oil injected 4 stroke double weekends only)

## NEMA 2009 Staff and Phone Numbers

Mike Moran (999) President 508-529-6460 wam999@msn.com  
Ken Carter (485) Vice President 774-991-3373 mxracin485@yahoo.com  
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Steve Bednaz (38) Board Member 860-982-1957 bedsouth@comcast.net

### Pre-Entry Mail to:

Liz Johnson  
P.O. Box 305  
Hope Valley, RI 02832

Membership - Lou Adamitskiy 552andrey@cox.net  
Pre-Race Entry - Liz Johnson lizjohnson16@yahoo.com  
Points - Sherry Lynch s\_lynch1085@yahoo.com  
Sign up at the track - Joi-Lynn Cote Joeilynn1@aol.com  
Head Referee - wam999@msn.com  
Trophies - Philippa Mastrangelo  
Web Site - Paul Buckley paul@buckleyphotos.com  
Newsletter - Deonna Moran d.moran999@yahoo.com  
Contingency - Laura Phelps Cleaningperson@aol.com  
Appeals - Joi-Lynn Cote, Bob Correa  
Referee's - Kenny Carter, Ron Rossi, Peter Mastrangelo, Mark Gabriella  
Head Flagger - Bob Correa  
Announcer - Bryan Patton  
Starting Gate Operator - Simon Tooley  
Starter (2 min board) - Linda Slater  
Jason Shute board Mike Moran, Laura Phelps, and Steve Bednaz

## 1.0 GENERAL

- 1.0 NEMA IS NOT RESPONSIBLE FOR GATE REFUNDS CHECK WEB SITE FOR CANCELLATIONS
- 1.1 The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.
- 1.2 No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations.
- 1.3 The rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, official or anyone else on the track.

## 2.0 INSURANCE

- 2.1 NEMA does not provide any medical insurance.
- 2.2 Medical insurance for all riders is required to participate in any NEMA event.

## 3.0 MISSION STATEMENT

- 3.1 It is the intention of NEMA to enable youngsters to take an active part in motorcycling activities on a level with their peers and in which they may be competitive; to encourage responsible, safe and proper use of the motorcycle as a legitimate recreational vehicle; to foster a sense of fair play, communal understanding and sportsmanlike conduct.
- 3.2 No exclusion of events or activities shall be made upon the basis of race, color, creed, sex or national origin. All participants in NEMA activities shall compete under the same rules and the appropriate classes as determined in this rule book.

## 4.0 FOR SAFETY'S SAKE FREESTYLE OR SHOWBOATING IS FORBIDDEN

- 4.1 Riders with molded casts on any part of their body will not be allowed to compete under any circumstances. Riders with splints or any other medically attached devices will report to the HEAD Referee prior to practice and must have a medical release signed by his/her physician to authorize participation. The authorization will be written on the physician's letterhead at a minimum.
- 4.2 A rider should be of sufficient size to be able to maintain safe and proper stability and control of the machine at all times. This includes: stopping, starting, at a stand still, mounting or dismounting a machine or other such times as it may be necessary to put one or both feet on the ground.
- 4.3 Participants are solely responsible for their safety at NEMA sanctioned meets and should assess their own ability to negotiate each individual track or course.
- 4.4 Participants who doubt the competence of track officials, or have concerns about the safety of the course or their own ability to negotiate the course, or who are uncertain about the competence of fellow competitors, should not participate and should request the return of their entry fee before competitive activity begins.
- 4.5 Riders, mechanics, pit crews or any person or race official may not during the day's events drink alcoholic beverages, use drugs, or stimulants of any type. No open alcohol containers allowed during racing. Penalty to be disqualification from day's events.
- 4.6 All members must have a 2 1/2 lb. bc rated fire extinguisher in their vehicle upon entry of track.

## 5.0 ANNUAL MEMBERSHIP

Post Membership is \$80 per rider (1/15/09-3/15/09). After 3/15/09 and AT TRACK membership is \$100 per rider.

Make sure you include a copy of the rider's birth certificate and a copy of the rider's required medical insurance card with your membership form.

You may join NEMA at the track but to avoid long lines typical on race day, you should check out our website, which has Membership, entry forms, minor releases, and adult releases available on-line for downloading and printing on [www.nemamx.com](http://www.nemamx.com) Please note that guardianship forms must be completely filled out and NOTARIZED ON BOTH SIDES, or the rider will not be able to race.

Membership Information:

Lou Adamitskiy

20 Hemlock St Newington, CT 06111

860-667-8734 Email: [552andrey@cox.net](mailto:552andrey@cox.net)

- 5.1 The membership card is not a competition license and does not imply that its bearer has been trained, tested or certified to have achieved any level of competence in the operation of his or her motorcycle.
- 5.2 NEMA membership cards must be available for officials' inspection when requested.
- 5.3 Although NEMA does not discriminate because of race, creed, color, religion or sex, NEMA, however, reserves the right to terminate any membership at any time during the year (i.e. for poor sportsmanship, cheating, bad language, etc.).
- 5.4 If a rider lives in New England and holds another district membership card that rider must still purchase a NEMA membership either one day or full.
  - 1. A rider living outside of New England may ride with NEMA at any event as long as they have a valid membership card from any other sanctioned district outside of New England.
  - 2. If a rider lives outside of New England but does not have a valid district card, that rider may join NEMA as long as he/she meets NEMA membership requirements.
  - 3. If a rider lives in New England that rider must join NEMA even if he/she belongs to another organization inside or outside of New England. Note: all these scenarios are true even if NEMA runs an event at any track inside or outside of New England.
- 5.7 All non members will be charged a daily fee of \$10.00 in addition to the class sign up fees.

## 6.0 MOTORCYCLE CLASSIFICATION

- 6.1 "MINIBIKE" Stock as per manufacturers specs (Mini Class). A two-wheeled, motor powered vehicle, with a maximum wheel base of not more than 42" measured at the center of the axles on a line parallel to the ground, having a standard front and rear wheel size not to exceed 12" per factory specifications. All mini bikes must function through a centrifugal clutch. NEMA does not allow cut down Jr. Cycles or Mini cycles in this class. AMA rules will be followed for Minibikes. (See AMA web site.) (Must be stock.)
- 6.2 "JUNIOR CYCLES" - 65cc (65 Class) A two-wheeled, motor powered vehicle, with an overall length not to exceed 63" and having a standard front wheel size not to exceed 14" and a rear wheel size not exceed 12" nor be less than 11" With a handlebar span not to exceed 32" and with a general appearance compatible to a standard full size motorcycle in miniature. Maximum displacement 65cc. No sleeve-downs allowed.
- 6.3 "MINICYCLE" - 85cc (85 Under & 85 Over Classes) Shall mean a two-wheeled, motor powered vehicle with a maximum wheel base of not more than 51" measured at the center of the axle on a line parallel to the ground, as its maximum extendible limit, overall length of the bike not to exceed 72", having a standard front wheel size not to exceed 17", and a rear wheel size not to exceed 14", with a handlebar span not to exceed 32" and with a general appearance compatible to a standard full sized motorcycle in miniature. NEMA does not allow cut down motorcycles in this class. Maximum 85cc.
- 6.4 "SUPER MINI" (79-112cc & 150 FOUR STROKE) Shall mean a two-wheeled, motor powered vehicle cycle which has the standard mini cycle frame for that model but may be fitted with larger (19" front and 16" rear) wheels. Changes to swing provided the wheel base does not exceed 52". Maximum 112cc.
- 6.5 "Junior Mini" (9-13) (85-105cc) Max Front Wheel 17" Max Rear Wheel 16" Max wheel base 52". (NO RIDING BOTH SUPER AND JUNIOR MINI CLASSES TOGETHER)

- 6.6 “MOTORCYCLES” (125-153cc) Shall mean two-wheeled, motor powered vehicle, having a standard front wheel size not to exceed 23” nor a rear wheel size less than 16” with a handlebar span not to exceed 36”. (Maximum 153cc, STROKING IS NOT ALLOWED) (250cc four stroke OK, Stock stroke and bore)
- 6.7 “CYCLE” - All future references to mini bikes, junior cycles, mini cycles, super mini’s or motorcycles shall be referred to as a cycle.
- 6.8 All Cycles of non-production model must be brought to the attention of the Head Referee prior to sign-up. The Referee’s decision is final as to acceptability.

## 7.0 RIDERS CLASSIFICATION

- 7.1 A birth certificate and/or driver’s license shall be presented to substantiate age. NEMA requires that a waiver of liability be signed by a parent or legal guardian if the competitor is under 18 years old.
- 7.2 A rider’s age on January 1 will determine his/her age for the year. However, a rider may move to the next higher age class (within the youth division only) if he/she will be eligible to do so at any time during the year, but once a rider moves to the higher age class, he/she may not move back to the lower age class. Riders are encouraged to determine at the beginning of the points season which age class they will participate in for the points season/year. Points earned in the same classification will carry their promotional points with them (example moving from b under to b over c under to c over). Moving from any lower class to a higher class (c class to b class or b class to a class) start the class with 0 promotional points.
- NOTES Parent classes:

1. In order to ride any of the parent’s classes you must have a child who is an active NEMA member. To be considered a guardian you must be a “court appointed legal guardian” of a active/current NEMA member. A daily guardian consent form does not apply.
2. Class champion in C & B classes must move up.

### 7.3 RIDER CLASSIFICATION

“A”(Youth) class is the highest classification and has spring, fall and overall championships.

“B”(Youth) class has a spring and fall series. (Freezing Allowed)

“C”(Youth) class has a spring and fall series. (Freezing allowed)\*\*\*

WOMAN B/C CLASS CHAMPION NO SPRING AND FALL \*Detailed explanations of these classes are in sections that follow.

## 8.0 NEMA COMPETITION CLASSES

8.01 NEMA conducts races using the following competition classes.

8.02 It is the duty of the individual rider to determine the class he/she is legal to ride in. Entry into a class does not necessarily make you legal for that class. You can be protested by another rider. Final responsibility rests with the individual’s parent or legal guardian.

8.1 Mini Class: Ages (4-6) and (7-8) Mini Class up to 10” wheels for the 4-6 class, and up to 12” wheels for the 7-8 class (must be stock). Mechanics will be allowed on the track to help riders but may not get in the way of another rider. See AMA rules for stock 50 classes. They will be strictly enforced. XR/PW/JR will be allowed but they must be stock (We may ask you to remove your shifter.)

### 8.2 Youth “C” Classes

8.2.1 65cc Youth “C” Class: Ages (7-11) The 65cc “C” class is designed to give the younger rider a chance to get used to a 65cc bike size and using the clutch and shifter (65cc automatics are legal). Once a rider has accumulated enough promotional points he/she must move to the 65cc “B” class. This class has Spring and Fall series. (Freezing allowed) (You cannot move back in classification)

8.2.2 A rider competing in the 85cc class shall not be allowed to participate in the Mini 50 class. Once a rider has pointed out of the Youth “C” class he must move to the Youth “B” class.

### 8.3 85cc Youth “C” Class: Ages (7-11) AND (12-15)

8.3.1 The 85cc Youth “C” class is designed for the 85cc riders that are not experienced enough to ride in the 85cc Youth “B” or Youth “A” class. Once a rider has accumulated enough promotional points he/she must move to the 85cc Youth “B” class. Once a rider feels he/she is comfortable enough he/she can move directly into the Youth 85cc “B” class. Once a rider moves to the Youth “B” class they cannot go back to the Youth “C” class. A 65cc Youth “A” rider may not compete in this class. He/she must ride the 85cc Youth “B” class. (Spring and Fall series) (Freezing Allowed)

8.4 125cc “C” Youth Class: Ages (12-15) (16-18) The 125cc “C” Youth is designed for the 125cc Youth riders that are not experienced enough to ride in the 125 Youth “B” or Youth “A” class. Once a rider has accumulated enough promotional points he/she must move to the 125cc “B” class. Once a rider feels he/she is comfortable enough he/she can move to the 125cc Youth “B” class. An 85cc over Youth “A” rider may not compete in this class. He/she must ride the 125cc Youth “B” class. (Spring & Fall series) (Freezing Allowed)

### 8.5 “B” Youth Classes

8.5.1 “B” Youth class riders are those riders that have progressed beyond Youth “C” class, but not experienced enough to ride in the Youth “A” class. If a rider from another racing organization signs up in the “B” class, it is up to the Referee to decide if he is indeed a “C”, “B”, or an “A” Youth rider. Usually his ranking in another organization will help determine this.

8.5.2 NEMA will run the following youth “B” Classes:

65cc “B” Youth Class: Ages (7-11)

85cc “B” Youth Class: Ages (7-15)

125cc “B” Youth Class: Ages (12-15) and (16-18)

### 8.6 “A” Classes

8.6.1 “A” Youth class riders are riders who have accumulated enough promotional points in the Youth “B” class to move up to the “A” Youth class.

8.6.2 If a rider from another racing organization signs up in the Youth “B” class, it is up to the Referee to decide if he is indeed a Youth “C”, “B”, or an “A” Youth rider. Usually his ranking in another organization will help determine this.

8.6. Pit Bike Classes are 12 and under and 13 and over.

8.6.3 NEMA will run the following youth “A” Classes:

65cc Youth “A” Class: Ages (7-11)

85cc Youth “A” Class: Ages (7-15)

125cc “A” Youth Class: Ages (12-18) no expert or pro riders

### 8.7 ALL Classes

8.7.1 All Class is any of the NEMA listed “All” classes in which there is no ranking of the rider. (ex. “A”, “B”, or “C” ranking.)

8.7.2 NEMA will run the following “All” Classes:

65cc All: Ages (7-11)

Junior Mini (79-105cc) Ages (9-13) no 150 four strokes allowed

Super Mini (79-112cc 150 four strokes are allowed): Ages (12-16)

125cc All: Under (12-15)

125cc All: Over (16-21)

50cc All (4-8) (MUST BE TEN OR MORE RIDERS TO RUN THIS CLASS)

- 8.8 Grand Prix Class
- 8.81 Grand Prix class can ride any displacement motorcycle that qualifies in our 125cc or larger class. All Grand Prix riders must be 16 years of age or older. This is considered an ALL class. This class will be capped according to the number of gates. NEMA members take precedence over non members.
- 8.9 Parents/Guardian Class
- 8.9.1 Can ride any size displacement motorcycle, but must be a parent or legal guardian of an active NEMA member. Now divided into A, B and C classes
- 8.10 Women's Classes: B&C CHAMPIONSHIP CLASS YEAR LONG
- 8.10.1 These classes are for any woman age 12 years and up.
- 8.10.2 79cc to 250f no 250cc 2 strokes
- 8.11.1 450cc 4 Stroke class Ages 16+, 450cc 4 strokes only.

## 9.0 NUMBER PLATES AND NUMBERS

- 1. Parent "C" class - black plates white number
- 2. Parent "B" class - yellow plates black numbers
- 3. Parent "A" class - white plates black numbers
- 9.1 MINI class (4-6)-Black Plate-White Numbers.
- 9.2 MINI class (7-8)-White Plate-Black Numbers.
- 9.3 "C" class - Black Plate-White Numbers.
- 9.4 "B" class -Yellow Plate-Black Numbers.
- 9.5 "A" class - White Plate-Black Numbers.
- 9.6 "All" class will run any of the above.
- 9.7 Riders participating in NEMA sanctioned events shall have numbers on a plate on the front of the cycle, two side plates, on the back of their shirt/chest protector (must be visible while racing). Numbers must correspond on each of these locations. Numbers must be of proper color on the plates and contrast in color on the shirt/chest protector. Numbering must be done in a professional manner. Number plates must be securely mounted.
- 9.8 Front Plate - required with minimum dimensions of 6" high and 8" wide with the four corners cut of a radius of 1". Metal plates shall not be less than .045" thick, or .030" if beaded for added stiffness, or not less than 1/16" thick if fiberglass or plastic. All other materials are prohibited. The only exception shall be minibikes which may use stock size unless unreadable.
- 9.9 Two Side Plates - plates on each side, numbers must be at least 5" high.
- 9.10 Your particular riding number will be issued by NEMA.

## 10.0 GENERAL RULES

- 10.1 PETS: During active race time, all animals shall be restrained on a leash at all times, subject to disqualification of rider. Animals must be taken to outer limits or in wooded area adjoining race track to be relieved. Pickup all animal waste immediately!
- 10.2 BICYCLES: FOLLOW INDIVIDUAL TRACK RULES! NO BICYCLES DURING RACING NO BICYCLES ALLOWED ON TRACK!
- 10.3 RIDING IN THE PITS: TO AND FROM STARTING GATE ONLY FOLLOW INDIVIDUAL TRACK RULES! THIS CHANGES at EACH TRACK! NO PIT VEHICLES WITHOUT HANDICAP PERMIT. PERMITS CAN BE OBTAINED AT NEMA TRAILER.
- 10.4 The above subject to DSQ.
- 10.5 WRIST BANDS MUST BE WORN ON THE WRIST UPON ENTRY OF THE TRACK. THIS WILL BE STRICTLY ENFORCED. SUBJECT TO DISQUALIFICATION OR SUSPENSION OF MEMBER.
- 10.6 COMMUNICATION DEVICES: No electronic device shall be used to communicate directly with any competing rider, track worker, official or ambulance crew member

unless authorized by the Head Referee. Pit boards or hand signals are allowed in Mechanics Area Only.

- 10.7 Anyone not adhering to these rules will be subjecting their riders to disqualification OR SUSPENSION
- 10.8 CURFEW: There is a 10:30 P.M. to 6:00 A.M. curfew at any track under jurisdiction of NEMA. All riders will be settled into their campsites by that time. Noise and activities shall be held to a minimum, subject to disqualification of rider. Generators and stereos must be off by 10:30 p.m. and noise at your pit/camp is kept to a minimum. During the day Generators should operate at a reasonable noise level. You must keep your portable generator in your own area.
- 10.9 No rider can ride another rider's bike without prior notification to the NEMA trailer and Head Referee.
- 10.10 Parking is limited! (Roping off large areas, parking in circles, taking extra space for campfire, blocking access roads is prohibited) Please be responsible and a good neighbor.

## 11.0 TRACK RULES

- 11.0 The second Moto the Referee determines time/laps considering weather and/or track conditions. The Referee's Decision is Final.
- 11.1 Sharing Cycles: A bike may be entered by two or more riders for another class within the same bike classification by paying the entry fee for each class.
- 11.2 No one except riders officially entered may ride or practice on the race course during the race day's events.
- 11.3 Any rider found "cutting" the course shall be penalized one lap; this provision shall include practice sessions.
- 11.4 Any unsportsmanlike conduct on the course is grounds for disqualification, and the rider may be Black Flagged.
- 11.5 Profanity, unsportsmanlike conduct and/or disrespectful action, on or off the track, towards other riders, spectators and/or NEMA officials shall be subject to a warning or immediate disqualification OR SUSPENSION
- 11.6 Officials reserve the right to prevent anyone from competing in any event if the rider or bike does not comply with general rule requirements or specifications.
- 11.7 Authorized Persons on The Track: No person other than riders in their assigned motos, Track Officials, or NEMA Board Members (unless their child is on the track) shall be allowed on the race track. The only exception to this rule are person(s) specifically authorized by the Board (or an officer) and one (1) mechanic per mini or 50cc rider for their Moto or practice. Note: Violators will be subjecting their riders to disqualification. All 50 rider parents must have rider network cards
- 11.8 All assigned track personnel shall sign a blanket release from any liabilities at the time of sign-in at the gate at each event.
- 11.9 Because NEMA is a youth organization, the youth classes are the priority. In the event of any problems (time constraints weather, track conditions, etc.) the adult classes will be eliminated or moved as needed.
- 11.10 If for any reason only one moto can be run in a class, that moto will determine the overall.
- 11.11 If for any reason a particular class needs to run a qualifier the top 15 riders from each qualifier will automatically be entered into the main event. The remaining riders that did not qualify must ride in the LCQ (last chance qualifier). The number of riders that will advance from the LCQ to the main event will be determined by the Head Referee the day of the event. Riders will be awarded points for both qualifier motos and the final moto. Final results for the day will be determined by the combined first and second moto points. NO POINTS FOR LCQ.

## 12.0 EQUIPMENT STANDARDS

- 12.1 ENGINES: Maximum Displacement Is the Class cc Limit with No Allowances for Overbore above the limit. (EXCEPTION IN 125cc class 2-Stroke is 153cc overbore max, no stroking) If the upper limit is exceeded, the rider must compete in the next higher class. In the 65 Class, NEMA does not allow sleeve-downs.
- 12.2 BRAKES: All brakes must be of the internal expanding drum type or disc type brake and each cycle entered in a NEMA activity must be equipped with these. Brakes that operate by friction on the tire or friction on the wheel are prohibited. Brake and clutch levers must not be broken or cut off. They must have a balled end.
- 12.3 Brakes must be manufactured and installed in a safe and workmanlike manner. A braking device is not intended to mean a compression release; however, a compression release may also be installed.
- 12.4 All Mini-cycles entered in Motocross competition must be equipped with an adequate operating front wheel braking device as well as rear brakes.
- 12.5 WHEEL & AXLES: Minibikes may have a wheel size no larger than 12". Junior Cycles will have a minimum maximum front wheel size of 14" and a minimum rear wheel size of 10". Minicycles will have a maximum front wheel size of 17" and maximum rear wheel size of 14". Super-Minis shall be equipped with a maximum 19" front wheel and maximum of a 16" rear wheel. Aluminum wheel axles are not permitted.
- 12.6 KILL SWITCH: A kill switch must be mounted on the left handlebar and must be operative. Minis which have kill switches already mounted in the throttle housing are OK.
- 12.7 Hand Guards: Hand guards must be open ended, they cannot connect to the bar end!

## 13.0 FRAMES

- 13.1 The frame must be manufactured in safe and workmanlike manner and any modifications to the frame must be done in a safe workmanlike manner representing a bona fide frame.
- 13.2 All footrests must be of the standard open cleated (non slip) type and must fold backward at 45 degrees for at least 50 degrees of motion. The length of the foot rest pivot point to the frame, engine or transmission must not exceed two inches and may not be lower than the crankcase or frame, whichever is lower.

## 14.0 TIRES

- 14.1 No types of studs, spikes, chains or paddles are permitted in any area of the NEMA activities.
- 14.2 Re-grooving or cutting of the tread pattern used in motocross races is permitted, if done in a safe and workmanlike manner.

## 15.0 TECHNICAL AND SAFETY REQUIREMENTS

- 15.1 Final Responsibility of meeting specifications rests with the individual parent or legal guardian.
- 15.2 Tires shall be in good condition. (Suited for track conditions)
- 15.3 Brakes must be in good condition, in proper adjustment and in working condition. The brake must be capable of locking the rear wheel.
- 15.4 Throttle must have a Self-Returning Spring which will close throttle when released.
- 15.5 Front suspension and steering shall be of a suitable design in proper order and properly adjusted for maximum safety.
- 15.6 Collapsible pegs are mandatory. It is recommended that pegs collapse in 45

degree rearward angles.

- 15.7 Lights, license plates, brackets, kickstands, mirrors, glass or any equipment constituting a hazard to the rider or other competitors will not be allowed on any cycles.
- 15.8 All other cycle components must be in good working order and capable of proper function.
- 15.9 All clutch and brake levers must have balls on the ends of each of them and must not be broken off.
- 15.10 In all cases, the decision of the Referee shall be final. An entrant whose machine is barred, or intentionally presents their machine for recheck without specific corrections made to satisfaction of the official, shall be disqualified from the event.

## 16.0 COMPETITION APPAREL

- 16.1 A full face helmet (face protection molded or fixed) must be worn in all NEMA races. Helmets used in competition must carry a minimum of a Snell 2000 approval. All helmets must be of proper size and fit with a functioning chin strap of proper length. Mini and 60 riders need only a DOT approved helmet. Helmet used in competition must meet or exceed DOT Federal Standards no. 218 or Snell 2000 Foundation Standards.
- 16.2 Shatterproof goggles or face shields must be worn at the start of practice and at the start of all races; NEMA recommends you leave your goggles on while in motion.
- 16.3 Boots and or footwear must be a height reaching above the ankle. Boots may be laced, multi-buckled, zippered and constructed for leg and foot protection. The heel shall not be more than 1" in height at the highest point from the sole of the boot measured at the point at the front of the heel, nearest the toe.
- 16.4 Kidney belts are mandatory in all youth classes and any rider 18 years of age and under.
- 16.5 Shirts and jerseys must be long sleeved and reach past the elbow.
- 16.6 Pants must be full length and of sufficient weight material (padded Levi's, etc.) to afford a reasonable degree of protection.
- 16.7 Gloves are mandatory in all NEMA events.
- 16.8 Full front and back chest protectors are required for all youth classes and riders 18 years of age and under.
- 16.9 Elbow pads and kneepads are required at all events. Elbow pads must be worn by all riders 18 years of age and under.
- 16.10 Number must appear on the back of the jerseys and or roost protectors, and must be at least 6" high. They must also be of a contrasting color.
- 16.11 Failure to follow the rules above may result in DSQ.

## 17.0 ENTRY FEES

- 17.1 Pre-Entry: All classes: \$25.00
- 17.2 Post entry: All Classes \$35.00
- 18.0 NON-MEMBER DAILY RIDER FEE
- 18.1 Non-members will be charged a daily entry fee of \$10.00 in addition to the above entry fees. Non-members cannot pre-enter. YOU MUST SIGN UP BY 7:30am
- 19.0 SIGN-UP:
- 19.1 Pre-Entry - This means that you are signing up prior to the event. You must send in an entry form, an original minor release form and entry fee for each class you are competing in. The envelope must be postmarked at least (14) days prior to each race. YOU MUST SIGN THE PRE-ENTRY BOOK BY 7:30am

- 19.2 Post-Entry - This means sign-up the day of the event. You must bring to sign-up your membership card and minor release form and entry fee for each class you are competing in. No refunds will be issued after the practice has started. **YOU MUST SIGN UP BY 7:30am**
- 19.3 Make check payable to NEMA. Put rider name and number in the lower left hand corner of all your checks. All checks must be signed. Entries received without checks or unsigned will not be accepted. (Any checks that are returned to NEMA for insufficient funds or stopped payment shall result in immediate suspension until proper payment, which includes a \$30.00 penalty per check, has been made in cash).
- 19.4 All Pre-Entries must be checked in at sign-up or you will not be entered in that race for that day. (You must sign the pre entry book no later than 7:30am on race day) If you are not signed in at 7:30am the signup team cannot sign you up the books will be closed! 19.5 Pre entries postmarked later than (14) days prior to each race will be classified as post entries. **NO EXCEPTIONS**
- 19.6 You may Pre-Enter at a race for the next weekend or an upcoming race weekend by sealing (1) entry form in an envelope with your check and put this in the mail box at sign-up. (Entries received at sign-up for the next race day are not considered pre-entered.) **YOU MUST SIGN THE PRE-ENTRY BOOK BY 7:30am on race day!!!**
- 19.7 Sign-up - Will be from 6:00 A.M. to 7:30 A.M. the day of the event. Sign-up line will be closed at 7:30 A.M.!!!!!!
- 19.8 Parent, legal guardian or authorized adult must be present at sign-up and remain present at all times during the participation of their ward at all NEMA sanctioned events. (Subject to Suspension)
- 19.9 Parent, legal guardian or authorized adult must sign below rider's signature on the NEMA entry form to authorize the rider to compete.

## 20.0 PRACTICE

- 20.1 Practice time will be posted on trailer AND WEB SITE no late practices
- 20.2 A rider must only practice with his/her class for that day.
- 20.3 Practice schedule will be posted on NEMA trailer
- 20.4 Any rider found practicing in any class other than the one which that rider is signed up in may be disqualified for the day, unless granted permission by the Referee. (2-different bike sizes-2-different classes = 2 Practices, you must make clear to an official your intention to run 2 practices.)

## 21.0 START GATE

- 21.1 Everyone is restricted from going in front of the gate on the starting line.
- 21.2 **NO ONE WILL BE ALLOWED TO ALTER THE TRACK IN FRONT OF THEIR GATE BY SWEEPING or any other means, except for gates with concrete pads in front of them, where sweeping the concrete portion is allowed (sweeping from behind the gate only, dirt in front of concrete is not to be disturbed) Starting blocks are ok but must be removed when rider leaves the gate.**

## 22.0 FUELING

- 22.1 No fueling is allowed in the staging or gate area. Violation of this rule will be subject to disqualification from that Moto.

## 23.0 OUTSIDE ASSISTANCE

- 23.1 If, during the race, a rider stops for any reason, he/she must restart without any outside assistance. Note: The only exceptions are the mini classes or the riders' mechanic may start his/her riders' bike in the Mechanics Area only. Should the

rider fall and be endangered or block the course and endanger other riders. He/she may be assisted or his/her machine pushed to the side of the course by a person authorized to be on the track. Any attempt to assist other than this will entail immediate grounds for disqualification for the riders assisted, with the exception of the mini 50 classes' 4-6 and 7-8.

## 24.0 MECHANICS

- 24.1 Mechanics will be allowed in the "Designated Mechanics Area" ONLY, with a NEMA issued pass only.
- 24.2 Each rider is allowed only one mechanic in the Designated Mechanics Area/ Starting gate. (Subject to Suspension)
- 24.3 Any mechanic leaving the Designated Mechanics Area, and entering on to the track for any reason during his/her rider's Moto is subjecting the rider to disqualification from that Moto.
- 24.4 All mechanic Passes Must be Displayed while in Designated Mechanic's Area. Failure to do so will result in disqualification of the rider.
- 24.5 DQ for any offense on or off the track may lead to disqualification for all classes for that day, suspension or termination of membership at official's discretion.

## 25.0 MOTO SCORING

- 25.1 Each rider is scored on his/her finish in each of the two moto's for each class he/she is entered for. The two moto scores are combined and the total score will determine the rider's overall. The rider with the lowest combined score would be considered the overall winner. These points only determine the overall and do not count towards any Series, Promotional or Championship points. In the event of a tie in points, the rider with the better finish in the second moto would break the tie and would get the better finish in the overall standings.
- 25.2 Per Moto Series Points Breakdown:  
 1st Place = 50 Points 5th Place = 42 Points  
 2nd Place = 47 Points 6th Place = 41 Points  
 3rd Place = 45 Points and so on down to last place  
 4th Place = 43 Points

## 26.0 OFFICIAL FLAGS/BOARDS

- 26.1 **YELLOW FLAG** - Danger on Track. Proceed with caution and maintain position until safely past down rider. No jumping is allowed in the yellow flag section, all jumps, tabletops and double jumps must be rolled. No passing is allowed. Failure to do so will result in loss of 1 lap. Multiple infractions may result in DSQ (Black Flag)
- 26.2 **TWO FLAG STICKS** - In shape of "X" - Race is half over.
- 26.3 **RED FLAG** - Stopping of race, report to starting line for further instructions.
- 26.4 **BLACK FLAG** - Disqualification of individual rider, stop racing and report to Referee at once.
- 26.5 **WHITE FLAG** - One lap to go until finish. (you must race until checkered Flag, White flag is a courtesy flag)
- 26.6 **"2" Minute Board** - Starter is checking with riders on the line. Starting gate to drop within approximately 2 minutes.
- 26.7 **"10" Second Board** - Starting gate to drop in approximately 10 seconds.
- 26.8 **"10" Second Board Turned** - Starting gate to drop at any time.
- 26.9 **FINISH FLAG** (Black and White Checkered Flag) - When the winner receives the finish flag, the race will be considered complete after the last rider has crossed the finish line. You must race until the checkered flag is clearly waved. (THE FINISH FLAGGER IS HUMAN MISTAKES HAPPEN, RACE UNTIL YOU CLEARLY HAVE

BEEN GIVEN THE CHECKERED FLAG!) (THE WHITE FLAG IS A COURTESY FLAG!)

## 27.0 DNF/DNS

- 27.1DNF. A rider who did not finish half the amount laps as the winner. and did not receive checker flag. Receives no points for that moto.
- 27.2DNS - A rider does not pass by the checkers and does not appear on the checkers sheet and receives no points.
- 27.3All Mini 50 riders must start race, complete one lap to be scored
- 27.4DQ: Disqualify for any offense on the track you will not be allowed to the a gate in that class, receive no points for that class for the day.
- 27.5Any Race that was DQ'd maybe not be used as a drop.

## 28.0 LAST PLACE FINISH

- 28.1A rider whose machine is disabled before he/she reaches the finish line, May, without assistance, push or carry the motorcycle (in the direction of the track) across the finish line to receive the checkered flag. At the referees discretion may be instructed to leave the track at the nearest exit point, and will be considered to have completed the event, provided he or she has completed at least half the number of laps as the winner.
- 28.2If two or more riders need to receive last place points, their actual finish will be determined by their last logged position on the score sheets.
- 28.3When the winner receives the checkered flag, the races will be considered complete and all riders will be credited for positions and laps completed in this final lap. No rider will be allowed to make up lost laps after the checkered flag. The checkers will allow 2 minutes after the last running cycle for riders pushing their machines. YOU MUST RACE UNTIL YOU RECEIVE THE CHECKERED FLAG!

## 29.0 SERIES POINTS

- 29.1There are two separate series: Spring which consists of the first half of the race year and fall which consists of the second half of the race year. Points are awarded according to the rider's placement in each moto. Riders must complete at least 60% of the races in a series to be eligible for placement in a spring or fall series. The required number of races will be rounded up or down to nearest whole number for eligibility purposes. (i.e. if 6.3 races are needed by 60% rule, then 6 races will be required for eligibility. 6.5 would round to 7, etc.)
- 29.2Points are assigned in accordance with paragraph 25.0
- 29.3Spring and Fall Series point will be paid out in the Mini 50 (4-6 & 7-8) 65cc, 85cc & 125cc "A", "B" & "C" classes.
- 29.4Anytime 2 riders tie in points the rider with the most full day wins will take the higher position. If this still does not break the tie we will then look to the rider with the most individual moto wins in that series.

## 30.0 RECLASSIFICATION/MOVING UP

- 30.1The Head Referee and/or a parent may request a reclassification, if cause is shown, unless promotion was earned in that class.
- 30.2Mini riders moving up to 65cc cycles may start as a 65C or 65B rider. All riders moving up to the next larger size bike or age classification have the option of either remaining or dropping back one class ranking. Any "A" rider moving up in displacement must start in the "B" class. That rider may petition the referee to be moved to the "A" class. The Head Referee will evaluate the rider and make the final decision (ex. a 65cc "A" would move to the 85cc "B" class and 85cc "A" would move to the 125cc "B" class).

- 30.3A rider may petition the Head Referee to recommend that a rider move up one classification. Approval to advance the rider is based on approval of the HEAD REFEREE. No points accrued in the rider's original class will be carried forward to the new class and the HEAD REFEREE will apply other stipulations to the advancement as appropriate.
- 30.4A 65cc "B" (youth 7to 11) who is moving up to 65cc "B" (youth 10-11) because of an age change may carry over any promotional points earned the prior year. This rule also applies to an 85cc "B" (7 to 11) who is moving into the 85cc (youth 12-15) class. No promotions may be carried over if there is a change in cc class (ex. 65 to a 85 or 85 to a 125).
- 30.5Champion for Parent B & C class and Women's C class must move up to the next highest class.

## 31.0 PROMOTIONAL POINTS

- 31.1The list of promotional points is as follows: 65cc Youth "C" riders must accumulate 50 promotional points in order to be moved to the "B" class. 65cc Youth "B" riders must accumulate 75 promotional points in order to be moved to the "A" class. 85cc Youth "C" riders must accumulate 50 promotional points in order to be moved to the "B" class. 85cc Youth "B" riders must accumulate 75 promotional points in order to be moved to the "A" class. 125cc Youth "C" riders must accumulate 50 promotional points in order to be moved to the "B" class. 125cc Youth "B" riders must accumulate 75 promotional points in order to be moved to the "A" class.
- 31.2Promo Points breakdown top 5 riders:  
Classes with 11+ riders in the class:  
1st 5 points  
2nd 4 points  
3rd 3 points  
4th 2 points  
5th 1 point  
Classes with fewer than 10 riders:  
1st 3 points 5th 0 points  
2nd 2 points  
3rd 1 point  
4th 0 points  
Classes with fewer than 5 riders:  
1st 2 points  
2nd 1 points  
3rd 0 points  
Riders moving from B to A class need 75 promotional points. Riders moving from C to B class need 50 promotional points to move. Classes with less than 10 riders only half promotional points will be awarded 1st 3.5 points 2nd 3 points 3rd 2.5 points 4th 2 points 5th 1.5 points 6th 1 point 7th .5 points
- 31.3These points are based on the overall finish of the day, which would be the combination of both Motos which determines the riders overall. These points are awarded in the 65cc, 85cc and 125cc "B" and "C" classes only.
- 31.4No promotional points will be given in the Mini, Parent/Guardian, Open Classes, Grand Prix, Woman's or the Adult classes.
- 31.5FREEZING PROMOTIONAL POINTS: After a rider (in the following classes: 65cc B&C, 85cc B&C, 125cc B&C and 450 4stroke class) completes half of the races in a series he/she may "FREEZE" their promotional points and remain in that class for the remainder of the series. The rider must inform the Points Administrator

immediately after earning 50 or 75 points. The rider must announce intention to “FREEZE” before competing in another race! When a rider “FREEZES” promotional points, they still receive series points in the class in which they have “FROZEN”. A rider must remain “FROZEN” until the end of the series, at which time they must move to the higher class. (A Frozen Rider does not receive Promotional points or Contingency)

## **32.0 CLASS CHAMPIONSHIPS**

- 32.1 Yearly awards are given to the following classes according to the rider’s points accumulated during the yearly racing season: Mini (4-6), 125 A, Mini (7-8), 125 Open, 65 (7-11), Grand Prix, 65 All(7-11), 85 (7-15), Parent/Guardian classes, 50 Open, Adult Classes, SUPERMINI, Junior Mini, Woman C (79cc to 112cc, 12 and up), Women B (99cc to 250cc 12 and up), 4 Stroke 450 class, pit bike class
- 32.2 To be eligible to receive a year end trophy for a class championship the racer must have raced a minimum of 50% of the races in that class. The required number of races will be rounded up or down to nearest whole number for eligibility purposes. (see 29.1)

## **33.0 CLASS CHAMPIONSHIP POINTS**

- 33.1 Drops will be done by race day (two motos), not by individual motos. Two motos equal one race score. Championship classes drop two races for the whole season. Spring and Fall drop one whole race day in Spring and one whole race day in Fall.
- 33.2 The No. 1 Plate can be earned by each class rider earning the highest Championship Points in their class. The No. 1 plate may be used by the rider who earned that position in the previous year in the class in which it was earned ONLY.

## **34.0 THE REFEREE**

- 34.1 The Referee of all races shall be a member in good standing of NEMA.
- 34.2 He/She shall satisfy him/herself that the course is safe for the race at the time of the race and call the race off at any time that the conditions make it unsafe.
- 34.3 He/She shall determine if all riders are qualified to safely negotiate the course and prohibit any rider not so qualified from competing.
- 34.4 He/She shall direct the starter to Black Flag riders that he/she deems to be unsafe.
- 34.5 He/She can disqualify any rider who violates any of the rules of the event or of NEMA, subject to appeal to the Appeals Board.
- 34.6 He/She shall designate “Mechanics Area” at each track prior to the start of practice.
- 34.7 The Referee shall have the right to revoke a mechanics pass and bar a parent from the Mechanics Area.
- 34.8 He/She will make sure that the starting line shall be supplied with a 2-1/2 pound dry chemical fire extinguisher in good condition. The event will not be started until said fire extinguisher is in place at the pit gate and starting line.
- 34.9 In the event of Starting Gate Malfunction, the Head Referee and only the Head Referee shall institute the Flag Start.
- 34.10 No one shall be a referee during his/her child’s moto or board member.
- 34.11 The Referee may appoint additional assistance for refereeing a race.
- 34.12 If The Referee Sees A Violation - He/She can levy a disqualification Without a Formal Protest.
- 34.13 The Referee shall have the power to disqualify any cycle that does not conform to the rules. The Referee may at any time inspect any part of any cycle entered in competition at any NEMA sanctioned race. Subject to appeals board
- 34.14 The Referee is empowered to measure motors of any place winners in any meet held under NEMA sanction. Any rider refusing to allow his/her motor to be

measured or to prepare their motor for measurement automatically disqualifies him/herself in any event at a meet in which he/she has competed and shall be disqualified for a term determined by the NEMA board.

- 34.15 Immediate interpretation of the rules will be made by the Referee of the event. Final Interpretation of the rules will be made at the discretion of the Board of Directors.
- 34.16 Determine if scorers, timers, referees, etc. are ready and in place before starting the race. The Referee’s do not have the power to over turn call’s they have made. Only the appeals board may over turn decisions made by the Referee’s after careful investigation.

## **35.0 STARTER AND GATE KEEPER**

- 35.1 The duties of the Starter and Gatekeeper shall include the following.
- 35.2 The gate keeper positions riders in gate at starting line. Starting positions for first motos for non-series classes shall be determined by a lottery. For qualifiers and series classes, position will be determined by series standing for the first moto. Second moto position will be determined by finish in the first moto.
- 35.3 A one-time (2) minute delay may be called by a rider on the line to fix a last minute problem. The (10) second warning will then be given.
- 35.4 The Starter may stop the countdown to penalize a rider and then restart the count down at (10) seconds. On a Red Flag Race, the restart count shall be at (1) minute.
- 35.5 Start the event.
- 35.6 In all starts, the Head Referee shall have the power to decide what a fair start is. The Head Referee may declare a restart up to the first turn. The riders must return to their original gate.
- 35.7 The Starter shall instruct the gate person to instruct a rider to move up in the starting gate. Riders may not start more than (2) feet behind the starting gate. Penalty is loss of (1) lap.

## **36.0 HEAD FLAGGER**

- 36.1 The duties of the Head Flagger and/or appointed delegate are as follows:
- 36.2 Assign Flaggers to predetermined areas on the race course designed to prevent accident and injury.
- 36.3 Instruct and train Flaggers as to their responsibility in regard to assigned duties and ensure they are suitable to accomplish said duties.
- 36.4 Maintain a ledger, computer printout or similar device to ensure eligible Flaggers, as derived from the club membership list are picked in a fair and equitable manner.
- 36.5 Assist other track officials by promptly reporting unsafe conditions noted by Flaggers.

## **37.0 FLAGGING RULES**

- 37.1 A parent, legal guardian or competent representative of each rider shall have the responsibility of participating in flagging during the racing season, if necessary, when selected from eligibility list.
- 37.2 Assigned Flaggers will be required to be at their positions on time at all times.
- 37.3 No substitutions of Flaggers and/or positions on the track is allowed without the express approval of the Head Flagger and/or his/her delegate.
- 37.4 The Ledger shall constitute the authority for selection of position and personnel who have been used and whose turn is next.
- 37.5 Any rider called for flagging has (10) minutes to report to the Head Flagger from time of the call. They will flag the whole day or until all races are complete.

## **38.0 SCORER**

- 38.1 The duties of the Head Scorer include the following.
- 38.2 Provide, a sufficient number of scorers and checkers.
- 38.3 Complete and keep all scores, and turn the same over to the Clerk of Course Points Administrator.
- 38.4 Perform other duties as assigned by the Referee.

## **39.0 CHECKER**

- 39.1 Shall be responsible for monitoring lap and Moto times as determined by the head referee.
- 39.2 See that a suitable checking stand is provided and at the proper place on the course.
- 39.3 Advise the Starter when the checkers are ready, and keep the Starter informed on finish information of the riders.
- 39.4 Provide sufficient number of checkers.

## **40.0 FINISH FLAGGER**

- 40.1 Shall have the responsibility of proper flagging for laps completed.
- 40.2 Shall have the responsibility to determine finish of race that is close to a tie. Unless his/her relative is in the finish, then Checker will decide.

## **41.0 CLAIMING**

- 41.1 Every Minicycle, Super Mini, Minibike and Junior Cycle racing at NEMA Championship point events may be claimed and purchased for the designated sum of \$7,000 for Minicycle, Super Minis, Minibikes and Junior Cycles for a period not to exceed (30) minutes after the final event of the day for each given class. Motorcycles \$10,000. Payment must be in cash or by certified check and recorded on a notarized Bill of Sale.

## **42.0 REINSTATEMENT**

- 42.1 Any rider under suspension not otherwise disqualified by these Rules for Competition may be reinstated by action of, and in the sole discretion of the NEMA Board.

## **43.0 PROTESTS**

- 43.1 Any rider competing in a particular event may make a protest to the Nema Trailer regarding the displacement of a machine, classification of rider, each protest must be made separately in writing signed by the RIDER WITH NAME AND RIDER NUMBER, NO ANONYMOUS PROTESTS ALLOWED., any other matter relating to the event. A protest must be in writing within (30) minutes following the end of the moto in question. Only a rider of that particular moto may file a protest of that moto. (You can pick up Protest paper work at the trailer but must turn the protest into Trailer within 30 minutes of the posting of the results)
- 43.2 Protest Fee \$25. Motor tear down fee \$150. (pay at Trailer) MUST BE SIGNED BY RIDER WITH FULL NAME AND NUMBER!
- 43.3 The Appeals board shall render all decisions as soon as possible. If it is not possible for the Appeals board to decide the protest immediately, the Appeals board may permit the rider and cycle to compete under protest but any awards or points the rider may win will be withheld pending the decision of the protest.
- 43.4 If the Referee or appeals board decides a protest in favor of the protesting party, the Referee will refund the protest fee and forward his report in writing to the Appeals Board. If he decides against the protesting party, the Referee will forward the protest fee along with his report in writing to the NEMA Board. Any forfeited protest fees will be donated to the Jason Shute Fund.

- 43.5 The Appeals board shall have the power to disqualify riders as the result of any protest and such disqualification means the loss of any rights with regard to any event in respect to which the cause of disqualification arose may be extended, in the discretion of the Referee, to apply to any other event of the same race.
- 43.6 In cases where the protest involves displacement, a member of the Appeals Board or the Referee shall call for an engine measurement after the race. In case the displacement exceeds the allowable limitations, the rider of such cycles shall be suspended for not less than (30) days, shall forfeit any award won with said cycle in all events run that day and shall be fined \$100.00. There shall be a tear down fee in addition to the original \$25 protest fee depending on engine size. If the engine displacement of the protested cycle is within specified limitations, the rider of the protested cycle will receive both fees. If the cycle proves to be oversized, the protesting party will be returned his total protest fee and tear down fee.
- 43.7 Any rider refusing to permit the examination of a cycle which is protested shall forfeit prizes won in events on that day and shall be suspended for a period of not less than (1) year.
- 43.8 Once made, a protest cannot be withdrawn without the permission of the Appeals board. Should permission be granted to withdraw the protest the fee shall automatically be forfeited.
- 43.9 If the Referee sees a violation - he can levy a disqualification for the day without a formal protest. The rider has the right to appeal.

## **44.0 OFFENSES**

- 44.1 Unless penalties are otherwise expressly provided for in these rules for competition, the Referee may disqualify any rider or suspend him/her from the remainder of the meet for violation on the Rules for competition. Insubordination or any other conduct detrimental to the race is up to the Referee
- 44.2 Unless penalties are otherwise provided for in these Rules, The NEMA Board of Directors may suspend any rider for any period up to indefinite suspension for willful violation of these Rules for competition and for any of the practices listed hereinafter. In addition Board of Directors may fine a rider up to \$100 for each offense.
- 44.3 Competing under a false name or in any other way attempting to gain an unfair handicap.
- 44.4 Abetting or knowingly engaging in any race in which the results are fixed or prearranged.
- 44.5 Giving, offering or promising directly or indirectly any bribe in any form to any person having official duties in relation to cycle competition, to any riders or to any persons having charge of or access to any cycle.
- 44.6 Accepting or offering to accept any bribe in any form by any rider or official in cycle competition or by any person in charge of or having access to any cycle.
- 44.7 Willfully entering or causing to be entered to start. in any competition, a cycle known to be disqualified.
- 44.8 Conspiring with any other person for the commission of any violation of the rules for competition or any practices listed herein after.
- 44.9 Violations of rules concerning the consumption of narcotics or alcoholic beverages; any violation is punishable by a fine of \$100, suspension of the rider, expulsion of violator from the track site, rider disqualification, or any or all the above.
- 44.10 Any rider causing a Red Flag faces disqualification at the Referee's discretion.
- 44.11 Engaging in any unfair practice, misbehavior or action detrimental to the sport of motocross racing in general, whether relating to specific competition or not.
- 44.12 Any rider upon whom a fine is imposed shall be deemed suspended until the

fine has been paid to the NEMA trailer. If the NEMA trailer collects the fine, he shall forward it along with his report to NEMA. Any rider paying a fine shall be entitled to a receipt therefore.

- 44.13 Unless otherwise specified, any suspension levied by NEMA shall be for not less than (15) days for the first offense and for not less than (6) months for the second offense of the same nature. These suspensions are not subject to appeal.

## 45.0 APPEALS

- 45.1 The following matters may be appealed and must be done by the particular rider(s), which are involved.
- 45.2 Decision of the Referee. Such appeal must be in writing and filed with the Appeals Board. Appeals form must be picked up by the rider at the NEMA trailer within (30) minutes after such decision has been made and shall be accompanied by \$25. Any appeal shall be heard by the Appeals Board consisting of (3) Board Members designated by the Board of Directors, who shall render a decision within (15) minutes or as soon as it is possible.
- 45.3 If their appeals are sustained, all fees shall be forfeited from the losing parties and donated to the Jason Shute Fund.

## DIRECTIONS

Winchester Speed Park:

Winchester, NH. From Massachusetts Take 119 west into Winchester Center. Take a right at the lights onto Route 10 north. Track is a few miles on right. From Massachusetts (alternate) Route 2 west to route 140 north to route 12 into Fitzwilliam. Route 119 west into Winchester. Right onto route 10 north. Track is a few miles on the right.

From Western Massachusetts Route 91 North to exit 28A. Merge onto Rte 10 North. Stay straight until you come to the end of the road then left onto Northfield road. Follow North into and through Winchester Center. Track is a few miles on the right.

From Brattleboro, VT. US route 5 to route 119 west into the center of Winchester. Take route 10 north. Track is a few miles on the right.

From Peterborough, NH. And points east Route 101 to Keene. Take route 10 south to Winchester. Track will be on the left about 2 miles south of Monadnock Speedway.

Southwick (MX338):

From I-91 North: Take exit 3 [Rt 5 & 57], after bridge 1st exit [RT 57 Agawam / Southwick.], follow Rt 57 west for 10.5 miles. Turn left at middle school on to Powder Mill Rd. Track is 0.4 miles on left. Look for American Legion Post 338 sign.

From I-91 South: Take exit 3 [Rt 5 & 57], after bridge 1st exit [RT 57 Agawam / Southwick.], follow Rt 57 west for 10.5 miles. Turn left at middle school on to Powder Mill Rd. Track is 0.4 miles on left. Look for American Legion Post 338 sign.

From Mass Pike East: Take exit 3 [Westfield], Right after toll booth onto Rt 10 & 202 South. Follow for 6.7 miles into Southwick center. Turn left at Mobil Gas Station onto Rt 57 East for 0.6 miles. Turn right at middle school on to Powder Mill Rd. Track is 0.4 miles on left. Look for American Legion Post 338 sign.

From Mass Pike West: Take exit 6 [I-291], Left after toll booth onto I-291. Follow to end,

merge onto I-91 South. Take exit 3 [Rt 5 & 57], after bridge 1st exit [RT 57 Agawam / Southwick.], follow Rt 57 west for 10.5 miles. Turn left at middle school on to Powder Mill Rd. Track is 0.4 miles on left. Look for American Legion Post 338 sign.

Hemonds Moto-X Park: Take Maine Turnpike to exit 75 (Auburn) turn left onto Route 100, travel 4 miles get on left lane, turn left onto Route 121 (pay close attention, you may miss this left if you do go around a sharp turn almost a rotary around hamburger place) travel 5.5 miles turn right onto Route 119, travel 3.3 miles to Hemond's Moto-X Park, LLC on the right. If you use MNS map driving directions the address is: 695 Woodman Hill Road Minot, ME 04258 Please do not take Old Woodman Hill RD. Check out [mainedirtbikes.com](http://mainedirtbikes.com), [www.nemamx.com](http://www.nemamx.com)

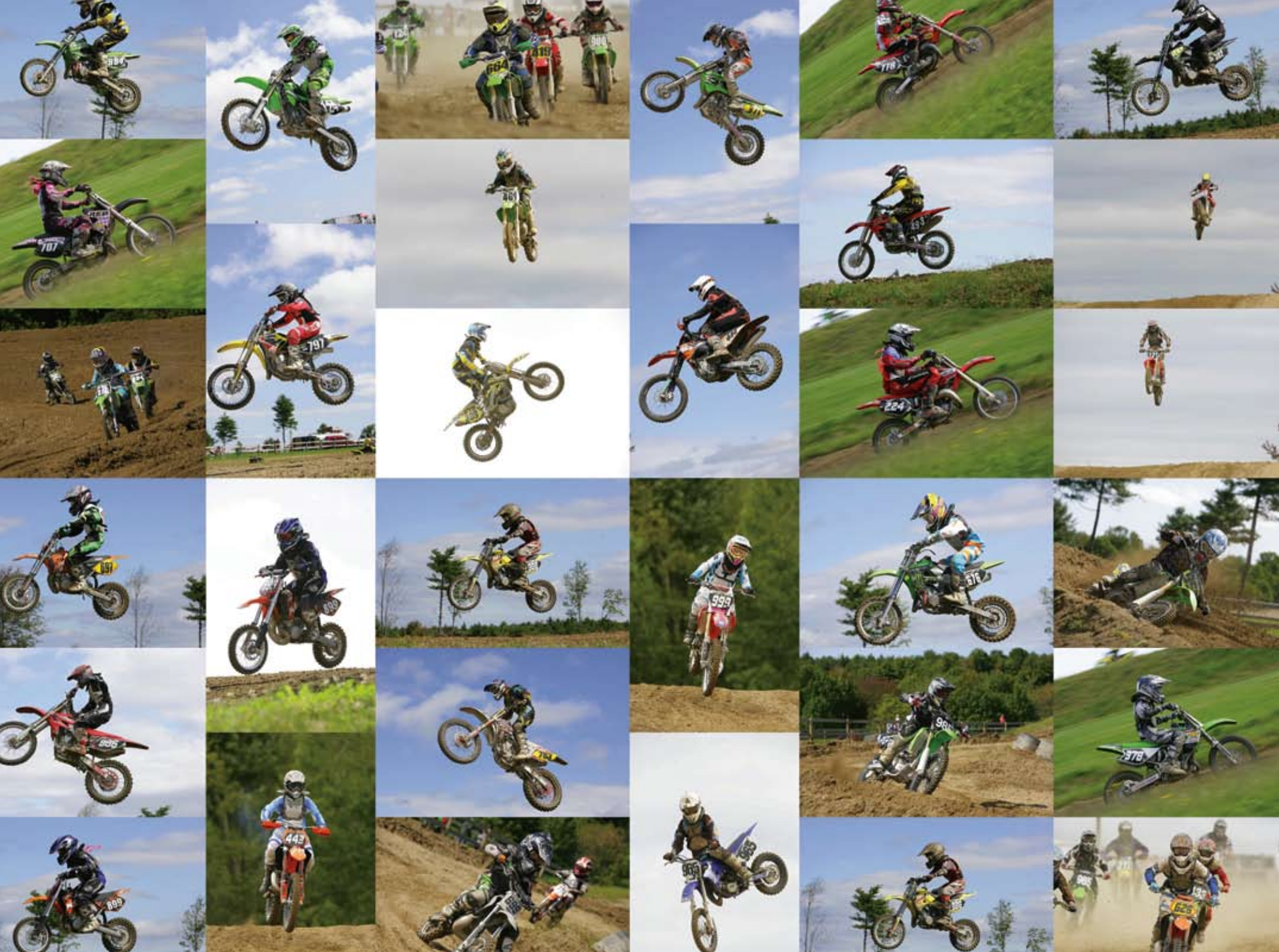
Capeway Rovers MC: Take I-495 S toward Taunton. Take exit 6 to merge onto Harding St/US-44 toward Plymouth 0.6 mi. At the traffic circle, take the 3rd exit onto US-44 7.9 mi. Take the exit toward MA-58/N Main St 0.3 mi. Turn right at MA-58/N Main St 0.4 mi. Turn right at Plymouth St 0.7 mi. The track will be on your left.

MX207: From the South on I-95 go North to Exit 32 (RT 111), go west on RT 111 to RT 35(5.6mi), take a right on RT 35 and proceed North to intersection of RT 5 (5mi), watch your speed through Goodwin Mills, take a left on RT 5 and proceed to intersection of RT 202 (3.6mi), turn left on RT 202 and the track is on the left (4/10mi).

Hickory Hill: Take I-90 W 95.0 mi. Take exit 2 to merge onto Housatonic St/US-20 toward Pittsfield/Lee  
Continue to follow US-20 11.8 mi. Continue on South St/US-7 0.2 mi. At Bank Row, take the 1st exit onto East St/MA-9 0.1 mi. Turn left at 1st St 0.9 mi. Continue on North St/US-7. Continue to follow US-7 19.4 mi. Turn left at MA-2/Main St/South St/US-7. Continue to follow South St/US-7 52 ft. Slight left to stay on South St/US-7. Continue to follow US-7 Entering Vermont 36.6 mi. Take exit 4 for VT-30/VT-11 toward Manchester Center/VT-7A/Manchester 0.4 mi.  
Turn left at Depot St/VT-11/VT-30 (signs for Manchester/Dorset) 1.5 mi  
Turn right at Rte-30/VT-30/VT-7A 233 ft  
Turn left at Bonnet St/Rte-30/VT-30 Continue to follow VT-30 19.6 mi  
Turn left at VT-149/VT Route 149 Entering New York 1.3 mi  
VT-149/VT Route 149 turns slightly right and becomes E Main St/NY-149 0.5 mi  
Turn right at County Rte-24/North St 0.2 mi  
Continue on County Rte-25/Pine St continue to follow County Rte-25 0.7 mi  
Turn left at New Boston Rd 1.9 mi

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