

RULEBOOK

2024



CC/ENDURO
CC/HARE SCRAMBLES
CC/TRADITIONAL
TRIALS
MOTOCROSS
STADIUM MOTOCROSS/ARENACROSS/SUPERCROSS
SNOWMOBILE CROSS COUNTRY
SUPERMOTO

© by the
Canadian Motorcycle Association
505 – 21 King Street West, Hamilton, Ontario L8P 4W7

Reproduction of this Rule Book in whole or in part is strictly forbidden without the written consent of the CMA

INDEX

Section Page

Enduro.....Q30..... 1
Hare Scrambles Q260 7
Cross Country..... Q301 11
Trials.....Q135..... 13
Motocross Q400..... 24
Stadium Motocross..... Q500..... 30
Amateur Arenacross Regulations Q525..... 33
Amateur Supercross Regulations 34
Snowmobile Cross Country Q601 34
Supermoto SM-1 38

**Canadian Motorcycle Association
Rules & Regulations
Governing All Open Competition**

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 CMA EVENTS, AND, BY PARTICIPATING IN THESE EVENTS, ALL CMA MEMBERS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS, OR OTHERS.

Note: The terms hereof importing the singular number or the masculine gender shall include the plural number or the feminine gender as the case may be.

CROSS COUNTRY (INCORPORATING ENDURO, HARE SCRAMBLES AND CROSS COUNTRY REGULATIONS)

SECTION ONE ENDURO

An Enduro is a contest over any course (consisting of trails and roads) where top speed is not the determining factor and a time schedule is to be followed.

Q-30 Classes

(a) Veteran, Veteran Expert, Super Veteran, Women, Masters, Expert, Intermediate, Novice A, Novice B

(b) Novice B is a progressive class for beginners. No Regional or National Champions. Reclassification of B riders will be done either annually or throughout the year according to each Region's advancement system.

(c) Veteran Expert class is comprised of current Masters or Expert ranked riders and Veteran class riders moved at season end.

Q-31 Licensing

(a) Riders must present a current CMA competition licence when signing in.

(b) Age Restrictions:

Veteran - minimum 39 on the birthday of the rider

Super Veteran - minimum 49 on the birthday of the rider

All others - minimum age according to Provincial Driver's licence requirements

Q-32 Equipment

(a) All machines entered in Enduros which utilize

any portion of public roads as part of the course must be equipped with all items required by the applicable Provincial Highway Traffic Act, or comparable legislation.

(b) The use of handlebars made from carbon, kevlar or any other composite materials is forbidden

Q-33

(a) Competitors must wear leather boots of a minimum height of 8" from the top of the sole and overlapping the pants, and an approved racing helmet.

(b) Approved helmets must be certified by the manufacturer as meeting at least one of the following standards, and must have the original certification label(s) affixed (clearly visible/not painted over).

Accepted standards are:

Europe - ECE 22-05 (P only)

Great Britain - BS 6658 Grade A (Road Racing)
and Grade B (all other disciplines)

Japan - JIS T 8133 : 2007

North America Snell M2010

Scorpion ECE 750 Series

Q-34 All machines shall be subject to a sound check as measured by the noise test procedures of the CMA. 94 DBA maximum.

Q-35 Entries

(a) Riders' starting times will be determined by a draw, conducted by the organizers. The date, time and location of the draw for pre-entries shall be announced on the entry form.

(b) The draw pool will be divided into 3 groups with start numbers distributed among them as follows:

- one pool for pre-entries (1A, 1 B, 2A, 2B, 3A, 3B, etc.)
 - one pool for post entries (1C, 1D, 2C, 2D, 3C, 3D, etc.)
 - a separate pool for Masters beginning at 14 to the end of the number allocations, assigned at 2 minute intervals (14A, 16A, 18A, 20A).
- (c) After the advertised draw is conducted riders who pre-enter will be assigned a random number from the pre-entry pool.
- (d) When multiple pre-entries are received in one envelope, they will be assigned consecutive start numbers (e.g. 4 entries - number drawn is 6A; the riders are assigned 6A, 6B, 7A, 7B).
- (e) Numbers not issued from the pre-entry pool will be added to the post-entry pool. Riders may draw their own post-entry number at registration.
- (f) No substitutions or exchanges of start positions are permitted.
- (g) Riders who pre-enter and enclose a stamped, addressed envelope will be advised of their start number before the date of the event.

Q-36 Team entries must be composed of one Novice "A" or "B", one Intermediate, Veteran or Super Veteran; and one Expert or Masters.

Substitution of lower class riders for higher is permitted.

Organization

Layout

Q-37 Organizers must obtain permission from owners when any private property is used.

Q-38 When run over a secret course, the parties who layout the event are prohibited from competing.

Q-39

- (a) Schedule of KPH must conform with legal limits.
- (b) Average speeds must be in kilometres per hour only, and must be in multiples of 6 kmh (i.e. 18, 24, 30, 36, 42). The average speed(s) for each section of the course must be noted on the route sheet and must be expressed in kmh only.
- (c) Average speed changes must take place only at whole minute distances.

Q-40 When the route sheet is originally laid out in miles and then converted to kmh, the following conversion must be used,'

- 1 mile equals 1.61 km
- 1 km equals .621 mile.

Q-41

- (a) Checks must be at whole minute distances.
- (b) Distance to checks must be taken from the last point on the route sheet. If this distance is in error, the check must be scrubbed as per Rule Q-54.
- (c) Each gas stop shall have a 10 minute layover or stop included in key time for that gas stop. Extra time at optional or emergency gas stops is at the discretion of the organizer.

Q-42 Operation of Checks

Check points must be identified with flags or other readily visible markers. The official timer at each check will stand in line with the markers so the exact time a rider enters the check can be determined per rule Q51 (d).

Q-43

(a) The organizers shall have an official timepiece at the start and finish of the day's run, and if possible it shall be set to a specified radio time signal.

(b) Each check shall have at least one accurate timepiece capable of discrimination to the second and of displaying minutes and seconds simultaneously.

(c) Checkers' watches shall be synchronized with the official timepiece at the start and shall be checked again at the finish to ensure reliability. If a checker's watch has varied by more than 3 seconds, that check shall be scrubbed as per Rule Q-54.

Q-44 When flip cards are used, the card "up" must be visible to the rider only after he has entered the check.

Q-45

(a) Checking stations shall be opened 15 minutes before the first rider is due, and shall remain open at least 60 minutes after the last rider is due at that check.

(b) Upon the close of every checking station, the official in charge shall immediately sign and send check sheets to the place designated by the referee or organizers.

Q-46 Scoring

A complete route card or sheet shall be prepared by the organizers and one copy shall be given to each rider. These route cards or sheets must be made available to the riders with the distances listed in kilometres and with key times noted at each turn or point on the route sheet. The route sheets shall show

accumulative distance at each point or turn for the entire course. This distance shall be the official distance for the run. Route sheet columns must be maximum 2-1/8" wide (standard adding machine tape).

Q-47 Each rider must be given a score card to carry. This shall be the official score.

Q-48 When the riders start at one minute intervals, the first rider must start at one minute past key time.

Q-49

(a) Each rider shall start with no points; to this score, all penalties shall be added.

(b) One penalty point shall be assessed for each minute late; two penalty points for the first minute early; and five penalty points for each additional minute early. For calculating purposes, checking officials shall record as whole minutes, any times up to one second after, to 59 seconds after, the minute (note - cards are flipped on the whole minute). A rider arriving exactly on a whole minute shall have his time recorded as such and his score calculated using the whole number either side of the time giving him the least penalty.

Q-50

(a) All riders must be scored on a check to check basis.

(b) Time lost or gained between any two consecutive checks does not affect the time required to cover any other section.

(c) Where possible to correct the scores at a checkpoint, such as when the first number is turned at

the incorrect minute and every number thereafter is out of time by the same time period, all scores must be corrected, including zeros. However, scores on the next check shall be based on the number shown or the corrected number, thus giving the rider the benefit of the choice.

Q-51

(a) Riders must come into all checks from the proper direction. Riders coming into any checks from the wrong direction must check in and will be penalized 50 points over and above their arrival time penalty.

(b) Riders are not allowed to stop within the sight of a check but must continue on into the check in a reasonably straight line and must be on their machine. A rider may not sit on his machine and "walk" it into the check; the motorcycle must be ridden. Failing to do so, the time will be taken at the point of infraction. The checker will be the sole judge as to whether a rider has violated the rule.

(c) A rider's time shall be recorded as that time when the check is entered or as in (b) above.

(d) A rider shall be considered to have entered the check when the flags or other readily visible marker which identify the check, have been passed by the front axle of the motorcycle.

(e) The check crews' responsibility is to record the arrival time or number on the competitor's cards. It is not their responsibility to determine or advise the rider he is "holed out".

Q-52 It is the riders' responsibility to ensure the checker has recorded his time.

Q-53 If the last check point is voided, all riders who

reach the immediately preceding check within the time limitation, and subject to other existing rules re: missed check, etc. shall be considered to have completed the event.

Q-54 In computing results, the scores from any check which is judged to be invalid due to timing error which cannot be corrected, improper location or other valid reasons, shall be disregarded.

Q-55

(a) Where a check is scrubbed, for any reason whatsoever, late minutes at that check or checks shall be included when calculating whether a rider involved has exceeded his time allowance.

(b) When a check is scrubbed, there shall be no penalty for the scrubbed check.

(c) Penalties for the following check will be calculated from the check preceding the invalid one, or from the invalid check (using times recorded on score card), whichever is in rider's favour.

Q-56

(a) If a rider checks in more than 15 minutes before his original due time, he shall be given credit for the distance to the preceding check.

(b) If a rider checks in later than the time allowance after his original due time, he shall be scored to the preceding check. No further checks after that will be included in his score.

Q-57

(a) In the case of a tie with no points lost, the result will be a tie. In the case of a tie with points lost, the most checks with no points lost will determine the winner. If still a tie, the rider with the most 1s, 2s etc.

will be the winner. The final tie breaking method will be best score the longest.

(b) Other methods of breaking ties (e.g. special tests or checks timed to the second) may be used in lieu of (a). Prior permission must be obtained from CMA Head Office and the information must be included on the entry form.

Special test sections must have an exact start time and finish time per rider. If a special test check point timed to the second is used, then the rider must have his exact entry time recorded to the second at the preceding check point. This will show a rider's exact time through that section. Riders must be told what check will be timed at the riders meeting on the day of the event.

Q-58 Team finishing positions are calculated firstly on the number of finishers, secondly on the finishers' total score. A rider may not be entered on more than one team at any one event.

Q-59 Copies of results must be mailed or emailed to all entrants within 14 days following the event. Organizers may require the rider to supply a stamped, addressed envelope in order to receive the results by mail.

Q-60 Conduct

Rider must comply with the rules of the road and accord due respect to the rights of others.

Q-61 The use of electronic communication devices by competitors is forbidden. Penalty disqualification.

Q-62 The event must be completed on the machine on which the rider started.

Q-63 Any CMA member who destroys route markers

shall be subject to suspension or a fine, by the Region Sport Panel, and disqualified from the day's results.

Q-64 The course must be covered by the power of the motorcycle or the muscular energy of the entrant or other riders. Towing is forbidden. Penalty disqualification.

Q-65 Riders may receive mechanical assistance where necessary, unless permission for restriction has been obtained from CMA and riders advised.

Q-66 The referee or starter may refuse to allow any rider to start whose machine, in his opinion, is not in a safe or legal operating condition.

Q-67 The course is to be marked clearly and properly by the organizers. However, the responsibility of keeping on the course rests with the rider.

Q-68 Organizers must sweep the course no later than the expiration of the time allowance period for the last rider due.

Closed Course Events

Any event where a repetitive lap is used and that lap is under 40 km in length, the following regulations are in addition to the foregoing.

Q-69 Organizers must take every precaution in layout and marshalling to see that riders do not cut, or leave the course.

Q-70

(a) The course shall be marked with reference points no more than 10 km apart, with notation of same on the route sheet to provide riders with an accurate method of odometer reset.

(b) The route sheets or cards must show distances

and accompanying key times with time notation not more than 5 minutes apart.

Q-71

(a) The type of start will be determined by the Referee due to the fact that there may be many riders on a given number.

(b) A maximum of 10 riders per rider minute.

(c) The last rider must start at least 16 minutes before key time for the start of the second lap.

Q-72 No two way contestant traffic is permitted.

Q-73 Finishers

Finishing order is determined according to the greatest distance travelled with the least points lost, except where a rider does not reach the first check, in which case he is not classified.

Q-74 Known Checks

Organizers may elect to operate their event using the following modifications to the rules. When this choice is made the information must appear on the sanction application, the rider entry form and given at the riders' meeting,

(a) Q44 is modified as follows.

Flip cards will be visible to the riders before they enter the check point.

(b) Q-49(b) is modified as follows.

Special test times can be added to the route time lost for the rider's total score. Test times are to be calculated to the second or better. Test times are not just tie breakers; they are part of the overall score.

(c) Q-51(b) is modified as follows.

Riders may arrive early at check points and wait for their due time before crossing flags and checking

into time control.

(d) Tie breaking procedure for events run under the new format.

Ties will be broken by total time - route minutes plus special test times.

If still a tie, the rider who has the best performance the longest shall be placed ahead of the other(s).

Q-75 Organizers operating an event in the National Championship Series may choose the format (traditional or known check) which must be announced in all pre event communications.

SECTION TWO CROSS COUNTRY SHORT COURSE

(formerly Hare Scrambles)

A cross country race held on a closed course, 5 to 25 km in length and of 2 to 3 hours duration.

Note: Organizers may identify their event as Cross Country or continue to use the Hare Scrambles designation.

Q-260

(a) Pro, Expert, Intermediate, Novice, Novice B, Women, Women Expert, Legends, Super Veteran, Veteran, Veteran Expert, Veteran 30+ Expert (includes Intermediate riders), Veteran 30+ Novice

No displacement breakdown

Mini Junior (65cc 2 strokes/100cc 4 strokes or 120cc 4 stroke auto clutch)

Mini Senior (85cc-105cc 2 strokes/150cc 4

strokes)

(b) Classes designated as "B" are progressive classes for beginners. No Regional or National Champions are declared. Reclassification of "B" riders will be done throughout the year based on each Region's advancement system.

Q-261 Licensing

Riders must hold a competition licence valid for Hare Scrambles.

Minimum age is the birthday of the rider!
maximum is the end of the year in which the rider reaches the age.

Veteran	minimum 39
Veteran Expert	minimum 39
Super Veteran	minimum 49
Pro	minimum 15
Legends	minimum 59
Mini Junior	minimum 10 / maximum 13
Mini Senior	minimum 11 / maximum 15
All others	minimum 13

Q-262 Numbers

Rider numbers will be assigned by CMA office.

Number plate colours are as follows:

Pro: white numbers on red plate

Expert / Novice A: black numbers on white plate

Intermediate / Super Vet: black numbers on yellow plate

Vet Expert / Veteran: red numbers on white plate

Novice B / Women: at discretion of organizer

Legends black numbers on yellow plate

Mini Junior, Mini Senior at discretion of rider

A 2" diameter dot must be placed on the back of the helmet, colours as follows:

Pro: black

Expert / Novice A: white

Intermediate / Super Vet: yellow

Vet Expert / Veteran: red

Q-263 Equipment

(a) Approved helmets must be certified by the manufacturer as meeting at least one of the following standards, and must have the original certification label(s) affixed (clearly visible/not painted over).

Accepted standards are:

Europe - ECE 22-05 (P only)

Great Britain - BS 6658 Grade A (Road Racing)
and Grade B (all other disciplines)

Japan - JIS T 8133 : 2007

North America Snell M2010

Scorpion ECE 750 Series

(b) Machines must conform to a maximum dba level of 96.

(c) The official in charge may refuse to allow any rider to start whose machine, in his opinion, is not in a safe or legal operating condition.

(d) The use of handlebars made from carbon, kevlar or any other composite materials is forbidden.

Q-264 Prizes

Trophies must be awarded to each official class. In addition minor merchandise prizes may also be given.

Organizers may run an optional class where prize money is paid. Riders classified as Intermediate, Expert or Pro are eligible and an additional entry fee

may be charged.

Q-265 Layout

(a) The course must be clearly and adequately marked and all danger points are to be designated by either a marshall or danger markers. Where a definite line must be taken, there must be at least two arrows on each side of the trail on the same course marker.

(b) The starting line must be wide enough to accommodate the number of riders in each class.

(c) There must be adequate distance from the start to the first obstacle and the course over this distance must be wide enough to accommodate safe passing.

(d) Organizers must take every precaution to lay out the course to prevent course cutting.

(e) When the course is laid out on private property, permission for use must be obtained.

Q-266 Organization

(a) A CMA referee shall be assigned to all first time events and where deemed necessary. Whenever an organizer is authorized to appoint a club official to perform the duties of CMA Referee, they must be introduced at the riders' meeting with the instruction that any protests must be delivered to that individual.

(b) A vehicle equipped for first aid treatment, and trained personnel, must be on the premises during all practices and for the duration of the event.

(c) A technical inspection must be carried out which includes a helmet check. Where possible a sound test will be carried out. The decision to do a sound test, and the number of machines and method of selecting them is at Referee's discretion.

Q-267 No practicing on the course within one week prior to the race.

Q-268

(a) The organizers may conduct a parade lap at least one hour before the start. No passing of the leader is permitted. Additional practice is at the discretion of the organizer.

(b) At the discretion of the organizer the event may be organized in 2 separate competitions. Master, Expert and Intermediate during one time period; the balance of the classes (except ATV) during a different time period. Youth classes may not be run with Masters, Expert or Novice classes, and the course for Youth must be suitably modified with safety in mind.

(c) Small wheel bikes (smaller than 17" front 14" rear) are prohibited from competing at the same time as other machine classes.

Q-269 A riders' meeting must be held prior to practice, to give the information on scoring, time length, gas area, start procedure, etc. A clock with the official time must be available at the event and that time must be announced at the riders' meeting.

Q-270

(a) The scoring system may be punch card or lap scoring.

(b) There must be a minimum of four separate scoring lanes, and lap scorers (one for each class).

Q-271

(a) The type of start will be determined by the Referee with each class starting at one minute intervals. The official start will be when the first group leaves the starting line. For the start, Veteran and

Super Veteran will be combined with another class at the discretion of the organizer according to the total entries in each class.

(b) The start procedure shall be by raising the start flag ten seconds prior to the start and the dropping of the flag shall be the start signal.

(c) A race shall be considered as started when the starting signal is given. A false start will be when a machine is started before the start signal. Penalty for a false start shall be one lap in the results.

(d) If a rider fails to start his machine within 30 seconds, he shall be motioned to the side of the starting line by the starter, or designated person, to avoid interference with the next row.

(e) The organizer must check before each line is started to ensure riders are in their correct class. Riders starting in advance of their proper class will be penalized one lap.

Q-272 Once the race has started, a rider may not change bikes. No rider switches may be made: one rider per bike (except team events).

Q-273

(a) Riders may leave the course to avoid obstacles or fallen riders, but must stay within sight of the course markings.

(b) Riders may not leave the course in open areas where motocross style course markings are in use (ribbon, rope, banners, etc). If a rider does leave the course in said areas, he must re-enter the course at or behind the point of exit, pit lane area excepted. Penalty for infraction - 5 positions in the results.

(c) Where double course markings are used on both

sides of the course, riders must stay between them (i.e. 4 arrows, 2 each tree). Penalty is exclusion.

(d) Marshals must take every precaution to see that riders do not cut the course. Penalty for course cutting is exclusion.

(e) Machines must be shut off when refueling.

Q-274

(a) The only persons authorized to stop a race are the referee or his delegate and this shall be done by holding the Red flag overhead and all competitors must stop racing immediately.

(b) Where a race is stopped, the positions of the riders at the last check over the finish line, previous to the stop signal, shall be considered the finishing positions. The rider responsible for the stoppage will be placed last in the results.

(e) Non National Championship races which are stopped before the official distance has been run, will be counted if 50 percent of the event has been completed.

Q-275

(a) Where a race is restarted, the rider responsible shall be placed last in the restart positions. When a scoring lap has not been completed, they will start behind the others.

(b) All those who originally started will be eligible to restart, providing they are ready within two (2) minutes of the specified time of the restart, except where the race was stopped due to a fallen rider's inability to get off the track because of apparent injury. In that case, the rider may not restart.

(c) Treatment of restarts, including any penalties

applied, shall be administered in the context that restarts (one or more), are nothing more nor less than a continuation of the original start. Riders who originally started (Le. were on the line and came under the starters orders in the original or first of any given race) and are not subject to permanent exclusion from the balance of the original race are eligible to restart or rejoin the race at any time during its course.

(d) If an accident should occur on the start, where a rider cannot be moved in time for the next row of starters, and there is not room to route the riders safely around, the remaining rows will not start until it is safe to do so. If the first riders complete a full lap of the course, and all the remaining rows have not been started, there will be a restart. Sufficient time must be given for all riders to clear the course and get back in their proper starting order.

Q-276 A race will be terminated by displaying the checkered flag. This will be when the time period has elapsed. The finish line must be clearly marked and a safe distance before the scoring lanes. Riders must then enter the scoring lane in the order they reach the finish line.

The last thirty minutes of the event must be displayed in one minute intervals at a point within sight of the rider when his number is being recorded.

Q-277

(a) Final results shall be based on the number of full laps completed. Where two or more riders have completed an equal number of laps, the results will be based on the order in which they completed their

final lap.

(b) Results must be posted at the conclusion of the event and are subject to the 30 minutes protest period as per rule E-2.

(c) All riders will be classified as long as minimum of one lap has been completed.

Q-278 Riders may enter more than one class per day, provided the classes do not run together. Series or Championship points will be awarded to the first class entered only.

Q-279 NATIONAL CHAMPIONSHIPS

Points at each round shall be awarded to the top 10 finishers in each class as follows:
15,12,10,8,6,5,4,3,2,1.

Ties in series points total will be broken by the number of first places, second places, etc. If still a tie, the best performance in the last event shall receive the higher position.

**SECTION THREE CROSS COUNTRY,
TRADITIONAL RULES**

A long distance event on a virgin course consisting of one or more loops. Minimum distance for each repetitive loop is 56 km (35 miles)

Q-301 Licensing

All participants must hold a licence valid for Cross Country.

Q-302 Classes

(a) Minimum age is the birthday of the rider/maximum is the end of the year in which the rider reaches the age.

Veteran, Veteran Expert	minimum 39
Super Veteran	minimum 49

Expert	minimum 15
All others	minimum 13

(b) Where numbers warrant riders may be classified as Veteran or Expert Veteran, the Expert Veteran class may be filled by Expert classed riders if they are eligible age-wise.

Q-303 Equipment

- (a) Refer to J-1 and J-2 in the Sport Code
- (b) DBA limit is 96
- (c) The use of handlebars made from carbon, kevlar or any other composite materials is forbidden.

Organization

Q-304 Layout

- (a) The course shall be marked with orange or pink seismic tape at intervals such that at least one piece of tape will always be within sight, when following a defined trail, and at least two markers within sight at all times when the course goes across open or virgin ground.
- (b) Corner markings will be of the course colour PLUS blue, on the side of the direction of the turn. These markers must precede the turn by at least 50 metres and consist of at least 3 markers of at least 2 colours.
- (c) Arrows may be used to assist the course direction.
- (d) Wrong way arrows (or signs) must be used at all points where the rider could overshoot a turn, and at all junctions of two or more trails. (note to organizers: wrong way signs should be placed 30' to 50' away from the corner. This is so that a rider who has his

head down and misses the corner arrows won't miss the wrong way signs also).

- (e) Yellow tape or danger signs must be used to mark dangerous points on the course.
- (f) When different classes are going different routes (courses) they must be signed appropriately at the junction, with a second sign 30 to 50 metres into the appropriate course.

Q-305 Check Points

- (a) All checks must be preceded by white seismic tape for at least 50 metres.
- (b) Where a dead punch or a live checker are located, a suitable amount of white seismic tape will indicate the location of the punch or checker.
- (c) All checks must be identified on an 18" x 18" white marker at the location of the punch or checker. The sequence of the checks must be known only to the organizers.
- (d) Checks must be located so the riders must pass directly by the check with no alternate route and marked on both sides of the course per (b) above.
- (e) Any check within 8 km (5 miles) of the start must be live and manned by no less than 2 checkers.
- (f) No double punching permitted.

Q-306 Miscellaneous

- (a) A vehicle equipped for first aid treatment, and trained personnel must be on hand for the duration of the event. Consideration must be made by the organizers to rescue a rider from any point on the course.
- (b) The start line must be wide enough to accommodate the total entry.

(c) The course must be "swept" completely on the day of the event.

(d) No organizer or group of organizers may ride in their own event.

(e) A riders' meeting must be held prior to the race to explain any peculiarities and danger points on the course. Markings and any local restrictions (cut-off times etc.) will also be announced.

The Competition

Q-307 All riders will be on the start line at the appointed time with dead engines.

Q-308 Once a rider has left the start line, he may not change motorcycles.

Q-309 Starting order is as follows:

- Expert
- Intermediate
- Novice
- Start order for Veteran and Super
- Veteran is at discretion of organizer.

Q-310 A rider may leave the marked course at any time to pass an obstacle; however the course markings must be kept in sight at all times.

Q-311 All riders must check in with the organizers when the event is finished or if a rider stops prior to the finish (without completing all the checks), to sign out.

Riders failing to do so will be disqualified at the discretion of the senior official present. Report of this infraction may be forwarded to the Region Sport Panel for possible further action.

Q-312 A finisher is a rider who crosses the finish line with the correct number of checks recorded.

National Championships

Q-313 Points at each round shall be awarded to the top 10 finishers in each class as follows: 15, 12, 10, 8, 6, 5, 4, 3, 2, 1. Ties in points total shall be broken by the number of first places, second places, etc. if still a tie, the best performance in the last event shall receive the higher position.

Q-314 Starts must be staggered, with 1 minute intervals between classes.

Q-315 A referee shall be assigned to all National rounds.

TRIALS RULES

A Trial is an Event in which the skill and consistency of the Riders form the basis of the results.

Sections are included within a Course, where the skill of the Rider negotiating them is observed and evaluated. In addition, a time limit is set for part of, or for the whole competition, to maintain the flow of the event. Trials is not a race competition. The aim for each Rider is to obtain as few penalties as possible.

The Course may consist of cross-country terrain (minor roads, country lanes, and woodland tracks, etc.)

Q-135 Classes

(a) Championship (National Championship events only – Championship class is open to Trial 1 class Riders who wish to compete for the #1 Plate)

Trial 1 – formerly Expert

Trial 2 – formerly Advanced

Trial 3 – formerly Intermediate
Trial 4 – formerly Junior
Trial 5 – formerly Novice
Youth – Minimum Age 5 / Maximum Age 10 – No
Championships Awarded
Veteran 2 – (Advanced)
Veteran 3 – (Intermediate)
Veteran 4 – (Junior)
Veteran 5 – (Novice)
Women
Vintage
Modern Classic

(b) Definitions

Trial Classes 1 to 5 are based on the skill level of the Rider. All Riders minimum age 10 years as of January 1st of the current year of Competition.

Veteran Classes 2 to 5 are based on the skill level of the Rider. All Veteran Class Riders are minimum age 50 years as of January 1st of the current year of Competition.

Women Class Riders are of Advanced Skill Level. All Women Class Riders are minimum age 13 as of January 1st of the current year of Competition.

Vintage Class is restricted to machines 1986 or older; twin shock rear suspension, air cooled engine. Junior skill level.

Modern Classic is restricted to Monoshock 1980 up to and including 1998. Intermediate skill level.

(c) Promotion from the Trial 2 to the Trial 1 class shall be optional even when the rider has qualified for reclassification.

(d) Riders may move up a class at any point in the

series, however, once they have moved up, they may not move back down.

(e) The #1 Plate will be awarded to the Championship Class winner. Numbers 2 through the rest will be awarded to the riders who finish in those positions in that class.

(f) The entry secretary, sporting steward, or trials marshal may request a resume of any Riders experience, and at their discretion may assign a Rider who is not qualified to a more appropriate class.

Q-136 Licensing

Riders must present a current CMA licence valid for trials when signing in.

Q-137 Numbers

Front number plates are required for all National Championship Rounds. They may conform in size and shape to the outline provided by the fork tubes and yokes. Numbers are not required. The previous year champion (male and female) may run the #1 plate if they wish; no one else may run a number 1.

- Championship – Black
- Trial 1 – Red
- Trial 2, Women, Veteran 2 – White
- Trial 3, Veteran 3, Modern Classic – Green
- Trial 4, Veteran 4, Vintage – Purple
- Trial 5, Veteran 5 - Yellow

Number plates must be 70% the colour of the class. There may be decorations/graphics on the number plate, but the number plate must still display 50% of the class colour. Decorations include:

- Rider number
- Sponsor or Other Graphic

- Line Specification (ie: a white plate with V on it denotes a Veteran 2 Rider)

Requirement of number plates for other events shall be at the discretion of each Region Sport Panel.

Q-138 Equipment for all Riders at the event site including Competitors, Minders, Officials, Spectators

(a) A helmet that meets CMA or FIM approval is required to be worn by the Rider when the Rider is in a section as well as whenever operating a motorcycle at a Trials site. This must be an off road motorcycle helmet with a DOT, SNELL or ECE designation.

(b) Back Protectors are required for all Riders under 19 years old as of Jan 1 of the year of competition. Back protectors and Chest Protectors are highly recommended for all Riders.

(c) Knee pads are highly recommended for all Riders.

(d) Both tires must be of a trials tread, maximum number 400 rear, 275 front. No alterations to either tire, and may only be those commercially available at the retail level.

(e) Rear wheel must have an efficient cover (ie: fender), extending from the top of the rear frame members under the saddle to a point at least even with a vertical line drawn through the rear axle.

(f) 94 DBA maximum.

(g) The use of handlebars made from carbon, kevlar or any other composite materials is forbidden

(h) Motorcycles must be equipped with an **operational** engine cut-off switch, connected through a lanyard to the Rider (max. 1 meter in length).

(i) Front brake disc guard installed

(j) A ($\frac{1}{4}$ " minimum thickness) pad must be installed to cover the handlebar cross-brace or mounting plate

(k) No broken parts (for example: ball end levers must be intact)

(l) The rear chain drive shall have a guard, commonly called a "shark fin"

(m) The rear sprocket shall be one solid piece/plate, with no cut-outs or holes

(n) Front and rear brakes must be in good working order.

(o) The same motorcycle must be ridden throughout the Trial.

Organization

Q-139 Layout

(a) No speed Sections shall be used.

(b) There must be a **minimum** of sections per class to hold a National Championship event:

Championship – 30 sections (generally 3 loops of 10, but also 2 loops of 15)

Trial 1 - 30 sections (generally 3 loops of 10, but also 2 loops of 15)

Trial 2 - 30 sections (generally 3 loops of 10, but also 2 loops of 15)

Trial 3 - 24 sections (generally 3 loops of 8, but also 2 loops of 12)

Trial 4 - 24 sections (generally 3 loops of 8, but also 2 loops of 12)

Trial 5 - 21 sections (generally 3 loops of 7, but also 2 loops of 10)

(c) There must be two signs or stakes marking the Start and two marking the Finish of each Observed Section.

(d) No part of any section shall be less than 1.2 metres wide.

(e) Where long sections are to be divided into sections with subsections, each subsection will be clearly marked on each side of the track with cards marked "Sub A", "Sub B", etc. with a maximum of five subsections.

(f) Where tape is used to mark sections, it must not be higher than twelve inches off the ground, and be securely fastened to stakes or the natural terrain.

(g) Riding Lines

- | | |
|--------------------------------------|----------|
| - Championship | - Black |
| - Trial 1 | - Red |
| - Trial 2, Women, Veteran 2 | - White |
| - Trial 3, Veteran 3, Modern Classic | - Green |
| - Trial 4, Veteran 4, Vintage | - Purple |
| - Trial 5, Veteran 5 | - Yellow |

(h) Youth Class

(i) Sections number between 3 and 5, set up near the pits and close together.

(ii) Sections to be ridden forward twice, then in reverse twice.

(iii) Youth Class start will be 60 – 90 minutes prior to the start of the regular trial.

(iv) Awards will be presented during the Riders' meeting prior to the start of the regular trial.

Q-140 Scoring

(a) The Checking Officials (Observers) at each Observed Section must be stationed so the entire Section is plainly visible. When more than one Observer is required, penalties will be called to the Observer at the end of the Section. To ensure consistency of scoring, Observers shall not be changed during the Trial. The Observer shall show a raised, balled fist and announce "Rider" in a loud voice to authorize a Rider to start riding the Section.

(b) Any Course Official, including a Section Head Observer, has the authority to close a Section or part of the loop for unforeseen reasons, such as natural disasters or Rider injury. In cases when part of the field has ridden a Section before it has been closed, scores for those rides will be deleted. Once closed, the Section shall remain closed for the rest of the Trial and the Scoring Steward and Clerk-of-the-Course must be notified immediately.

(c) Scoring will be based on the system as follows:

ERRORS PENALTY

0 Faults	0 Points
1 Fault	1 Point
2 Faults	2 Points
More than 2 Faults	3 Points
Failure	5 Points
Missing a Section (no punch)	10 Points

(d) Fault Definitions:

1. Footing: any contact providing support between any part of the Rider's body or motorcycle (exceptions: tires, foot pegs, or skid plate) with the ground or an obstacle (tree, rock,

etc.). Footing can occur either inside or outside the Section boundaries. For tires outside the boundary, refer to (e)15. Note that 'toe dabs' will be counted as footing.

2. Foot rotation counts as one point.
3. Sliding a foot counts as three points.
4. Both feet placed on the ground simultaneously counts as two points.

(e) Failure Definitions:

1. The motorcycle moving backwards, with or without the Rider footing.
2. Any displacement, breaking, or knocking down of markers by direct contact of the motorcycle or Rider requiring that the marker be reset to its original position is a Failure. Touching a boundary is not a Failure.
3. The Rider dismounts from the motorcycle and has both feet on the ground on the same side of the motorcycle, or if both the Rider's legs are behind the motorcycle's rear tire with both feet on the ground.
4. The Rider removes their hand from the handlebar and uses their hand to reposition the motorcycle or perform mechanical adjustments to the motorcycle when footing while stationary.
5. When there is a supplemental rule for a time limit set for Sections and the Rider does not complete a section in the allotted time. Suggested time limit is 90 seconds, and it is suggested this be in place for National events when possible.

6. The Rider receives deliberate outside assistance.
7. The Rider or Minder changes the condition of a Section while not riding the Section.
8. The Rider begins a Section attempt without the Observer's acknowledgment. The Observer shall show a raised, balled fist and announce "Rider" in a loud voice to authorize a Rider to start riding the Section. In French it would still be "Rider".
9. The engine stops while footing or while any other part of the motorcycle, except for the tires, is used for support, without forward motion. The motorcycle must be moving forward while footing with a dead engine to avoid a 5-point score.
10. The handlebar touches the ground and the motorcycle is more than 45-degrees from vertical.
11. The motorcycle does a complete loop in a Section—crossing both its own tracks with both wheels.
12. The Rider fails to pass through all the gates for the Rider's class.
13. The front wheel must precede the back wheel when passing through the gates.
14. The Rider passes, in either direction, through a gate of another class—that is, breaking the plane of a gate.
15. Either tire passes on the out-of-bounds side of the Section boundary with the tire on the ground. In the case of running over a taped

boundary, for a Failure to occur there must be ground visible between the tape and the tire and the tire must be on the ground on the out-of-bounds side of the tape. It is permitted to float one wheel over an exterior Section boundary, but not both tires. Jumping the motorcycle so that it travels outside of a boundary is a Failure.

16. The front axle does not pass through the Start and End gates, and all other gates for the class.

17. A Rider may only pass through any gate one time per Section attempt.

18. Failure to wear a visible and functional drivetrain disable device that stops power delivery as soon as the Rider separates from the motorcycle.

19. Only the greatest penalty, as defined above, shall be counted for the Section. However, the following points may be added as listed in (f) Other Penalties.

(f) Other Penalties:

1. If the Rider chooses to not attempt a Section, the Rider must report to the Observer with the Rider's score card to receive a "5" for that Section.

2. Sections are to be ridden in the designated order only. The penalty for missed Sections, or Sections ridden out of order, is 10 points per Section. Any Sections not scored and punched are missed Sections.

3. If blank or unmarked spaces on the scorecards exceed 10-percent of designated

rides, the Rider will be considered a non-finisher.

4. A Rider waiting in line to enter a Section must not leave the Rider's motorcycle. If the Rider does, the Rider must go to the end of the line. Refusal to comply may be considered unsportsmanlike conduct. (See 7 Unsportsmanlike conduct)

5. Any Section ridden more than once per loop will receive 10 points, in addition to the first attempt score. (See 7 Unsportsmanlike conduct)

6. Practice in any of the Sections before or during the Trial will result in disqualification of the Rider from the Trial.

7. Unsportsmanlike conduct, or offensive behavior or language by a Rider or Minder, will result in a penalty of 5 to 25 (or 100) points, or disqualification of the Rider and Minder, at the discretion of the referee. The 5-to-25-point penalty can be given at the sole discretion of any Observer or course official. The 5-to-25-point penalty can be punched on the Rider's scorecard in the five boxes provided. A written report must be filed with the Referee for the 100-point infraction. Repeated offenses may lead to further sanctions.

8. Exceeding any posted speed limit is a 5-point penalty (for each offense) before, during and after the Trial (See 7. Unsportsmanlike conduct) 10

9. A Rider arriving late at the start will be penalized a time penalty of a half-point per

minute until the Rider picks up the Rider's loop card.

10. After the time limit, the Rider may arrive late, but penalty points will be added for arrival at the finish check after scheduled time at the rate of one half-point per minute. Any Rider turning in a scorecard later than 30 minutes after the Rider's scheduled time shall be disqualified. (See 11 for first loop time limit).

11. There is not currently a Pro class in Canada so this rule is not relevant for CMA events but is being left here for consistency with the NATC rules:

Pro class Riders will be assessed a time penalty of a half-point per minute for not completing the Rider's first loop within one-half the total time for the trial, plus 30 minutes. The time penalty period will be limited to 30 minutes (15 points maximum). Exceeding the time penalty period will result in exclusion from the Trial.

(Examples: 6 hours 30 minutes for the trial, equals 3 hours 45 minutes for the first loop without penalty. 7 hours for the Trial equals 4 hours for the first loop without penalty.)

Time will be recorded at the final Section of the loop.

12. **YELLOW CARD RULE:** Any Rider or Rider's Minder who refuses to obey the instructions of an Observer, or who behaves in an unsportsmanlike manner, shall be shown the Yellow Card. The penalty for being shown the Yellow Card is 5 points for the first offense, 5

points for the second offense, and exclusion for the third offense occurring during a Trial. Penalty points are in addition to the points accumulated during the Rider's Section attempt.

13. Violation of these supplemental riding rules by a Rider or Minder will result in a penalty ranging from 5 points to exclusion from the Trial. If a Rider refuses to present the Rider's card to the Observer for punching the appropriate score for the additional penalty, or leaves the scene of the infraction, the Observer shall document the circumstance and report it to the Trials Master. Wherever possible, the Observer must punch the additional penalty before punching the riding score. The Protest Jury will assess the appropriate penalty.

14. A Rider cutting the course or going backwards on the Course may be disqualified at the discretion of the Referee.

15. A Rider must complete the entire Course under the power of the Rider and the Rider's motorcycle, without outside assistance.

(g) Maximum penalty in any section without a failure shall be 3 points, with a failure it shall be 5 points.

(h) Marking in subsections shall be with the front wheel entry and exit from the subsection denoting the subsections in which points were lost.

(i) Riders will be considered to be in the Observed Section after the centre of the front wheel has passed the Starting Line and until the centre of the front wheel has passed the Finish Line.

(j) In any given section, a Rider must always be travelling forward in the direction of the section. Thus a Rider may not cross his own tracks unless the section is of the horseshoe or rejoining type wherein a common piece of terrain is used for two different “pieces” of a section.

This is not recommended for national competition, but would be noted on a sign in the section and mentioned in the Riders meeting.

(k) Where the section is not marked completely by tape or other physical markers, the Riders must ride between consecutive gates. (Gates shall be defined as a left hand marker and a right hand marker).

(l) The boundary between consecutive sets of gates is a straight line: left hand marker (blue) to left hand marker (blue), or right hand marker direct and straight line to next right hand marker.

(m) To be classed as a finisher, a Rider must attempt (or have a score punched for) every section the required number of times and in the correct order. Crossing any section boundary shall be deemed an attempt.

(n) In a national championship, in case of a tie for first place, including time penalty, the Rider with the lowest number of points on observation will win. If still tied, the Rider with the most cleans, and then ones, twos, or threes will win. If still tied, then the Rider with the lowest score in the first section of sequentially ridden sections where different points were scored by the Riders will win. If still tied, the Riders will have a “ride-off” immediately after completing the trial, a coin toss will determine who

rides first. The Riders shall ride one to three (1-3) sections chosen by the Trials Master and Sporting Steward. For classes riding line White, Green, Purple, and Yellow, these sections will be selected from the line above (ie Green would ride a White section). For the Trial 1 or Championship class, the Riders would ride one to three (1-3) sections with modifications if necessary, until a winner is determined.

In a non-national event, or in finishes beyond the podium of a national, if a trials marshal wishes, in the case of a tie, the result will be a tie.

(o) In the case of a Trials series, whether, National, Provincial, or Regional, of two events, or greater the following point system will be used:

POSITION	POINTS
1	30
2	25
3	21
4	18
5	16
6-20	Decreases 1 point per position
21-29	Decreases 0.1 point per position
30-39	Decreases 0.01 point per position

(i) Ranking of Riders in a series is determined by counting their best rides in the competitions, represented by 1/2 the total number of events plus one. For example, in a 12 round series the best 7 rides would count. For an odd number, round down, i.e. best 6 rides of an 11 round series.

- (ii) In the case of a Trials series tie, whether, National, Provincial, or Regional, of two events, or greater. Riders tied on championship points at the end of a series, will be decided on the greatest number of cleans throughout the entirety of the series. If still tied after the total number of clean scores, then the Rider with the most “one” point scores throughout the entire series shall be deemed the winner. If still tied, then the Rider with the most, “two” point scores, throughout the series, shall be the winner, etc. If a tie on sections scores can not decide a champion, then the Rider with the best score the longest, starting at the beginning of the series, shall be the winner of the Trials series.
 - (iii) In all classes, year-end Championship ties beyond podium positions will be listed as finishing in the same place with the following position not listed. Example: Riders A and B both finish the year with five Pro points tying them for 16th place, both will be listed as finishing in 16th place and the next Rider will finish 18th in the class.
- (p) A record of points lost by all participants shall be kept at each section and/or on cards carried by each Rider on which their score is recorded by the checker.

- (i) It is the Rider’s responsibility to see that their score card is properly marked and turned in on time.
 - (ii) In case of disputes where the dual system is used, the master sheets from the individual sections are considered to be the official score.
 - (iii) When the official score is the Rider card only, sections not “punched” will be considered as missed. If cards are lost or unreadable the Rider will be marked dnf.
- (q) When a time limit for the event is established (mandatory for National Championships) checkers must remain at their post until the limit for the last Rider has expired, or they have been advised by the Clerk of the Course that the Rider has withdrawn. The course must be “swept” completely on the day of the event.
- (i) The Clerk of the Course may only accept a statement from the Rider or his crew as official notification of withdrawal.
- (r) Organizers must post the results online within 7 days of the trial. The results will be posted in both the Championship rankings as well as the head to head event scores wherever possible, including the CMA website.
- Q-141 Conduct**
- (a) No riding on the course within ten (10) days prior to the event.
 - (b) Competitors shall ride all sections consecutively in the numerical sequence as laid out. Competitors must start at section 1, unless directed otherwise by

the organizers.

(c) Riders must not start into a section until signalled by the checker.

(d) Abuse of any official (including checkers) will result in disqualification.

Q-142 National Championships

(a) A time limit will apply to all National Championship Round, however, this is not a race event. The time limit will be determined by the organizer.

(b) A National Steward / clerk of the course may be assigned to all National Championship Rounds. Assignment of Stewards to non-national events shall be at discretion of head office.

The assigned steward/clerk of the course has the authority to reclassify a rider if they have entered a class inappropriate to their skill level. This would normally only take place for safety or fair play reasons and after discussion with the rider involved. Special care needs to be taken when moving a rider to a lower class, so that it does not jeopardize the chances for other riders in the class to win the championship.

The assigned steward / clerk of the course has the authority to close a section or portion of the loop due to unforeseen reasons, such as natural disasters or Rider injury.

The assigned steward / clerk of the course could, with the permission and assistance of the trials marshal, check for appropriate section/line difficulty and make necessary changes.

(c) When arrows or gates are used:

- red arrows on the right

- blue arrows on the left

Q-143 National Championship and International events will not be awarded to organizers unless they have demonstrated organizational competence through the operation of regionally sanctioned events. The required number of regional events will be established annually.

Q-144

(a) The classes to be run at individual championship rounds will be determined by the Board depending on the level of difficulty of the planned sections and the rideability of the loop. Assessment will be based on previous events and available information from the applicant.

(b) Classes must include Veteran 2 and Veteran 3.

(c) The lines to be ridden by Veteran 2, Veteran 3 and Veteran 4 classes will be determined by rule Q-135(a). This information must be included in the pre-entry form.

Alternative Scoring for local and regional events. National events must follow the above standard CMA rules.

Some clubs may choose to utilize an alternative scoring system at some events. Alternative scoring rules should be announced and clearly explained prior to the competition.

Some examples are:

No-stop rules: This system is often used with vintage trials or classic "English" trials, and requires that the machine maintains constant

forward motion without stopping under penalty of failure (5).

5 second stop rule: The machine remains stationary while any part of the Rider remains in contact with the ground for a period of approximately five seconds.(during which the observer counts aloud from 'one to five') will result in a penalty of failure (5).

Indoor rules: This system is popular with "indoor" or stadium trials which include manmade obstacles of various types such as pipes, timber structures, inverted dumpsters, car bodies, teeter-totter planks, etc.

Typical indoor rules allow the Rider to move the machine backwards. The Rider may also be required to ride several sections continuously with additional penalties for exceeding a specific time limit. Indoor stadium trials sometimes include a side by side race over a series of obstacles-with the loser receiving additional penalty points.

Self checked or group checked Trials: The Riders score on the honour system instead of having an observer for each section or Riders ride as a group and score for each other instead of having a designated observer.

Time and Observation Trials:

(a) The Riders start at approximately one minute intervals, the course is 30-40 miles in length, with Riders negotiating approximately 10-15 observed sections per lap, the number of laps to be determined by the organizers.

(b) There are three main awards:

1. The overall winner is the Rider losing the least number of total points.

2. The best performance on time is the Rider covering the total course in the least amount of time.

3. The best performance on observation is the Rider losing the least amount of points in the observed sections. It is recommended that first and second class awards should be given to the next best 10-15% of the starters.

Vintage Trial (FIM rules): To define the classification of the Competition, a ranking on the basis of an addition of Pondered points and other possible penalties will be taken into account. The Pondered points will be obtained according to regular scoring "Penalty Points for faults in a Section during the Competition", to which a ratio will be assigned according to the age of the Rider. The winner will be the Rider with the fewest points.

This on the basis of the following scale:

Penalty points divided by 0.(Rider's age) = Total pondered points.

For example: In the case of a total of 10 Penalties:

• 30-year-old Rider: 10 penalties / 0.30 = 33.33 Points

• 50-year-old Rider: 10 penalties / 0.50 = 20.00 Points

• 65-year-old Rider: 10 penalties / 0.65 = 15.40 Points

The Winner of the "FIM Trial Vintage Motorcycle Trophy" is the one who, in this classification, will have the fewest points with a Motorcycle that has been eligible "authentic".

Gate Trial: Gates within a section are assigned different values and the Rider can decide which gates to attempt with the goal of gaining the most amount of points for a given section. If the Rider fails the section all points for that section are lost.

MOTOCROSS

Racing on outdoor grass or dirt surfaces having right and left hand turns, hills and jumps, either natural or man made.

Q-400 Classes

Youth 50cc

Youth 65cc

Youth 85cc

Youth 2 stroke

2 Stroke – 124-300cc

Supermini

Plus 30 Women Veteran

Super Veteran

MX 1 Novice, Intermediate, Expert

MX 2 Novice, Intermediate, Expert

MX 3 Novice, Intermediate, Expert

PRO – Expert level riders who wish to be endorsed for AMA Pro Motocross or FIM events. Approval is at the discretion of CMA office.

Youth ATV, ATV Novice, Intermediate, Expert, optional to the organizer. Capacity classes available from the office on request

Sports Class (must hold a Novice, Intermediate or Expert Classification

Note stand alone ATV TT events are covered under Q-440.

(i) Class Definitions

Youth 50cc (50cc single speed automatic, maximum wheel size 10" rear / 12" front.) Multi-speed machines with automatic clutch also permitted. Shift lever must be removed.

Youth 65cc (maximum wheel size 15") Also permitted 80cc air cooled 2 strokes, maximum wheel size 15", and 80cc air cooled 4 strokes, maximum wheel size 16". Lower limit 55cc.

Youth 85cc (wheel size maximum 17") Also permitted, up to 125cc 4 strokes.

2 stroke Youth class 99cc-144cc.

Supermini (80cc to 112cc 2 strokes / 75cc to 150cc 4 strokes)

MX 1 (over 175cc up to 250cc 2 strokes/over 290cc up to 450cc 4 strokes)

MX 2 (99cc up to 144cc 2 strokes / 149cc up to 50cc

4 strokes, minimum wheel size 16") MX2 machines are eligible for the MX1 class.

MX 3 (over 290cc up to 500cc 2 strokes/over 475cc up to 650cc 4 strokes)

Pro - Expert level riders who wish to be endorsed for AMA Pro Motocross or Supercross or FIM events. Approval is at discretion of CMA office.

Youth ATV restricted to 90cc small frame machines, automatic or shift transmissions

(ii) The MX1 and MX3 classes may be combined with one set of results where numbers do not justify separate competitions.

(iii) Super Veteran, Veteran, Plus 25, Plus 30 and Women's class participants will be issued a rider

classification of Novice, Intermediate or Expert for the purpose of designating where they may participate if their class is not included in the programme.

(iv) Where numbers warrant, classes may be divided into groups (A-B-C etc). All groups, other than A, are progressive and riders may be moved during the year based on points earned. No Regional or National Champions will be declared in progressive classes.

Q-401 Licensing

Youth 50cc minimum 5/maximum 8

Youth 65cc minimum 7/maximum 12

Youth 85cc minimum 9/maximum 15

Youth ATV minimum 5

Youth 2 stroke minimum 11/maximum 16

Supermini minimum 11/maximum 15

Plus 25 minimum 25

Plus 30 minimum 30

Veteran minimum 39

Super Veteran minimum 49

Pro, Expert, ATV Expert
minimum 15

Sport Class minimum 13 maximum 29

Age Restrictions. Minimum is the birthday of the rider / maximum is the end of the year in which the rider reaches that age.

Novice and Intermediate class riders must be a minimum of 14 to participate on a 250cc 4-stroke/2-stroke machine.

Novice and Intermediate class riders must be a minimum of 16 to participate on 450cc machine or above.

Q-402 Numbers

(a) Machines shall be fitted with three number plates securely fastened to the machine, and bearing the riders own CMA competition number, as issued by head office.

(b) Side number plates must be positioned above a horizontal line drawn through the rear wheel spindle and the front edge of the plate must be behind a vertical line drawn at 200 mm to the rear of the driver's footrest.

(c) Number plates shall be 9" x 11" oval or rectangle with matte finish; numbers legible 6" high with 1" stroke.

(d) ATV's must have a minimum of one forward facing and one rearward facing number plate, not angled more than 45 degrees from the vertical. It is recommended to have an additional horizontal number plate on the top of each rear fender. Size of plate and numbers must conform to Q-402(c)

(e) Number plate colours:

Expert MX1 - black numbers on white plate

Expert MX2 - white numbers on black plate

All other Expert classes - black numbers on white plate

Pro - black numbers on white plate

Intermediate - black numbers on yellow plate

Novice - red numbers on white plate

Youth 2 stroke - black numbers on white plate

Youth 85 cc A - black numbers on white plate

Youth 65 cc - red numbers on white plate

50 cc Peewee - red numbers on white plate

Progressive classes - red numbers on white plate

(f) Rider's number must be displayed in a contrasting colour on back of riders outermost upper apparel (jersey, protective equipment, rain jacket); number minimum 8" high with 1" stroke.

Q-403 Equipment

(a) Competitors must wear CMA approved riding equipment in good condition consisting of:

(i) Motocross jersey

(ii) Motocross pants

(iii) Motocross boots

(iv) Motocross goggles

(v) Approved helmets must be certified by the manufacturer as meeting at least one of the following standards, and must have the original certification label(s) affixed (clearly visible/not painted over).

Accepted standards are:

Europe - ECE 22-05 (P only)

Great Britain - BS 6658 Grade A (Road Racing)
and Grade B (all other disciplines)

Japan - JIS T 8133 : 2007

North America Snell M2010

Scorpion ECE 750 Series

(b)(i) All machines must be fitted with properly working, complete clutch, gear box, brakes (both wheels) and integral ball ended clutch and brake levers. Minimum size of ball end shall be 5/8 inch diameter. ATV's must have a tether switch.

(ii) The use of handlebars made from carbon, kevlar or any other composite materials is forbidden.

(c)(i) Motocross machines must meet a 96 dba level, according to the CMA testing procedure.

(ii) A driver must begin a specific heat or race with a

properly silenced bike, and if, during the course of that heat or race loses, breaks or otherwise renders ineffective said silencer device, this should not result in a disqualification from the heat or race - UNLESS the senior referee has reason to believe that said effectiveness was contrived and/or deliberate.

(d) Competition tires may be used but chains and cleats are prohibited. The use of paddle, scoop or continuous radial rib tires is forbidden.

(e)(i) Engine fuel must consist of gasoline defined as petroleum fuel where specific gravity falls within the range. 700 to .765 at 60 degrees F. and whose dielectric constant falls within the range 2.025-5 (2.025 is "0" reference meter). Additives for lubrication and knock suppression will be permitted, provided the resulting mixture falls within the above values.

(ii) Samples may be taken from a competitor's tank at the discretion of the referee, or upon the receipt of a protest accompanied by a fee of \$50.00.

(iii) If a protest is upheld the fee will be returned and the cost of the test assessed the protested party. If the protest is not upheld, the protest fee will be retained to offset the testing costs.

(iv) In the case of a protest being upheld, the Region Sports Panel shall determine further penalties if any.

(v) Supercharging by means of a device of any kind is forbidden. The direct injection of fuel is not considered to be supercharging.

Q-404 Prizes

(a) Where there is an advertised purse, breakdown is as follows:

Intermediate - 30 percent divided equally among the capacity classes.

Expert - 70 percent divided equally among the capacity classes.

All other classes - awards shall be in the form of trophies and/or merchandise only.

(b) When an event is not completed through force majeure, any remaining prize money shall immediately be made available to the national office for distribution.

Q-405 Course Regulations

(a)(i) The maximum length of the course shall be 2800 metres (1.75 miles)

(ii) The width of the course at its narrowest point shall not be less than 5 metres (actual riding width).

A minimum width of 8 metres is recommended

On each side of the whole course there must be a neutral safety zone of not less than 1 metre.

(iii) The course markers (inside and outside) must be no higher than 500 mm above the ground and connected by rope or tape. These markers must be made of wood or flexible (easy to break) material.

(iv) Jumps must be designed with the safety of the rider in mind. Particular attention must be paid to the jump "faces" to assure safe take-off and landing, and bearing in mind the classes to be run. Decision on what constitutes a safe or unsafe jump rests solely with the Referee and all instructions for modification must be followed.

(b) When starting gate is used, a barrier must be placed behind it to assure that all machines remain within 50 cm of the gate. The mechanism which

controls the starting gate must be covered sufficiently to prevent the riders from anticipating the start.

(c)(i) The starting line must allow 1 metre per rider. 1.5 metres for ATV's.

(ii) The starting straight must be a maximum of 125 metres and contain no jumps.

(d) Track designs for Youth 50cc class can be comprised of easy sections of the main track, or laid out on the existing start straight using tires etc. All riders must be able to negotiate the track and it should be in full view of the spectators.

Q-406 Organization

(a)(i) No rider's entry will be accepted after the first race or heat has started, except in extreme circumstances at the discretion of the referee.

(ii) A competitor may not enter or ride the same machine in two different capacity classes.

(iii) A rider may at the referee's discretion be permitted the use of any motorcycle which has been officially entered in the event, has passed scrutineering and is legal for the class involved. In all cases where more than one competitor uses the same machine, applicable riding numbers are to be used at all times. Failure to obtain referee's approval for use of the machine means disqualification.

(iv) Organizers must have a means of indicating to the scrutineer that a rider has signed in. (tags etc.) Where events held over two or more consecutive days will require separate scrutineering, organizers must use different sign in confirmation tags.

(b) No machines may be ridden in the paddock or pit areas, except as permitted by the referee.

- (c)(i) Starts shall be clutch starts with the machine in gear.
- (ii) Riders must have the front wheel on or in the designated start line, at the 5 second signal, and until the completion of the starting sequence. Failure to comply may result in a false start penalty at referee's discretion.
- (iii) Where a starting gate is used, the front wheel must be within 50 cm of the gate when the 5 second signal is given. Failure to comply may result in a false start penalty at referee's discretion.
- (d) The penalty for a false start is 5 positions in the results of the heat in which the offense occurred, unless the referee deems a harsher penalty is appropriate.
- (e)(i) A race shall be considered as started when the starting signal is given, except in the case of a false start. It shall be considered a false start when one or more competitors leave the starting line before the starting signal is given.
- (ii) The only persons authorized to stop a race are the referee or his delegate and this shall be done by holding the red flag overhead and all competitors must stop racing immediately.
- (iii) Where a race is stopped, the positions of the riders at the last check over the finish line, previous to the stop signal, shall be considered the finishing positions. The rider responsible for the stoppage shall be placed last in the results.
- (iv) Non National Championship, Semi Final and non qualifying races which are stopped before the official distance has been run, will be counted if 50 percent of

- the event has been completed. The referee will decide the length of any required rerun, and at what point a non qualifying race is considered completed.
- (f)(i) A rider leaving the course must re-enter at the same point OR at the first point where he can safely do so without interfering with other riders and without gaining an advantage. Failure to do so will result in the rider being penalized 5 finishing positions for that moto UNLESS the referee deems a harsher penalty is appropriate.
- (ii) The breaking of the course marking tape and/or displacement of other course markers such as stakes and tires shall not be considered course cutting, unless the referee considers it was deliberate and/or an advantage was gained.
- (g) A rider may receive assistance to restart only when he is off the course. The penalty for assistance while on the course is exclusion from the results of that race.

Q-407

- (a) A race will be terminated by displaying the checkered flag. This will be done when (i) the stipulated number of laps have been completed or (ii) when the time period has elapsed.
- (b) Regardless of whether the race is a number of laps, or a time period, the white flag will be displayed to indicate that there is one lap to go in the competition.

Where the race is a time period, the one lap signal shall be given when the leading rider has completed the time designated, or at his first crossing of the finish line after the time has elapsed.

The winner of the race is the rider who takes the checkered flag ahead of the others.

(c) To be classed as a finisher a rider must:

(i) Have completed at least 3/4 of the laps of the winner, rounded off to the higher number.

(ii) The lap scoring will stop 3 minutes after the designated number of laps or time has elapsed.

(iii) Classification will be based on order and number of complete laps recorded.

(iv) A rider must complete one full circuit of the track to be credited with a lap.

(d) Non finishers are not eligible for awards or points.

(e) A rider must complete a given heat, semi or final using the same machine on which he starts that heat, semi or final.

Q-408 At any event where more than one heat is run to determine the overall standing for each class, the winner shall be determined by the following system

Points awarded from 1st place down to finishers in each heat, on the basis of 25, 22, 20, 18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

Winner is the rider obtaining the most points.

Riders will be classified even if they only finish one heat.

On case of tie, the rider finishing ahead in the final heat shall be placed ahead of the other rider(s).

Q-409 National Championships

(a) Minimum length of courses approved for National Championships shall be 1500 metres.

(b) Participation in the Expert National Series is limited to Expert class riders only, with the exception

of the Intermediate Champion of the current year in each capacity class. Intermediate Champions electing to do so must remain Expert for the balance of that year.

Expert rating must be held at least one month prior to the start of the series (except Intermediate Champions).

(c) A backward falling starting gate is mandatory for all Championships.

(d) At all Expert Championship Rounds, there shall be a standard starting system as follows:

(i) Board held at front of chest at 30 second signal.

(ii) Board held straight over head at 5 second signal.

(iii) Start signal will be given within a minimum of 5 seconds and a maximum of 10 seconds after the 5 second signal is given.

(e) At all Expert Championship Rounds the referee may designate a mechanics work area.

(f) There must be a minimum of 30 minutes between the finish of one Expert moto and the staging of the next Expert moto.

(g) National numbers for the expert classes will be awarded according to total points obtained during the National Championship Series.

Q-440 T.T. - racing on a prepared dirt course, which is irregular in that right and left hand turns have to be negotiated and including, if possible, a hill, or jump. General motocross rules apply with the following exceptions.

(a) Front brakes are optional

(b) Program will consist of elimination heats and finals.

(c) Minimum track width 5 metres - minimum track length, 540 metres.

(d) Minimum 1, maximum 2, jumps.

(e) Maximum number of starters permitted in each line is 1 per metre; 1.5 for ATV's.

STADIUM MOTOCROSS

Notes

All sanction requests for Stadium Motocross must be forwarded to Head Office, accompanied by a detailed diagram of the track, at least one month before the date of the event, or as outlined on National Championship applications.

Definitions

Motocross racing on a temporary man-made track constructed of sand and earth.

Categories

Supercross - stadium motocross racing in open or closed stadium facilities having a seating capacity of not less than 15,000.

Mini-Stade - stadium motocross racing in open facilities (fairgrounds) having seating capacities of less than 15,000.

Arenacross - stadium motocross racing in closed facilities (hockey arenas) with area available for track construction of approximately 1,750 square metres minimum.

Q-500 Classes

Supercross - Expert class riders only on MX1, MX2 or ATV machines

Ministade - All motocross classes with CMA approval.

Pro Arenacross - Expert class riders only on MX1

or MX2 machines

Support classes may be added but only with CMA approval.

Q-501 Licensing

Supercross and Pro Arenacross - minimum age 15 on the birthday of the rider.

Mini-Stade - according to motocross requirements.

Q-502 Numbers

See Q-402

Q-503 Equipment

See Q-403

Q-504 Prizes

(a) Prizes shall be paid according to minimums established annually.

(b) When an event is incomplete through force majeure, any remaining prize money shall immediately be made available to the National Office.

Q-505 Course Specifications

Minimum Length

Supercross 600 metres

Mini-Stade & Arenacross 250 metres

Minimum Width

At narrowest point 5 metres

The free space between the track and any obstacle above ground must be 3 metres minimum.

All obstacles must be made of dirt. However, the base of the structure may consist of hard material as long as the earth layer covering it meets the required standards and that there is no possibility of the base becoming exposed by the earth being dug up during racing.

Public Safety - the public must be protected within the proximity of the race course. A safety zone of minimum of 3 metres must be kept between the spectators and the race course, using fencing, or barriers strong enough and high enough to control and protect the public.

Rider Safety - a stadium motocross track must be constructed with the safety of the drivers foremost in mind. Particular attention must be given to the use of jumps and the angle of jump faces.

The decision on what constitutes a safe or unsafe jump rests solely with the Referee and all instructions for modification must be followed.

Haybales or other effective shock absorbent material must be used.

There should be a minimum of 3 metres between racing sections of the track. If this is not possible, haybales or other absorbent material must be used to separate the course.

The track must be identified with continuous lengths of flags, banners, tape, or haybales. Marker stakes if used, must be of flexible material, and be no higher than 500 mm above the surface of the track.

The track must be properly watered, if necessary, in ample time before and between races to ensure safe racing conditions for the riders, and enjoyment for the spectators.

Pits - must be located as close as possible to the staging area and with direct access to it. It must be large enough to accommodate riders, machines, and the equipment necessary to carry out repairs.

Q-506 Organization

(a) Participation is by pre-entry only.

(b)(i) No rider will be accepted after the first race or heat has started, except in extreme circumstances at the discretion of the referee.

(ii) A rider may, at the Referee's discretion, be permitted the use of any motorcycle which has been officially entered in the event, has passed scrutineering and is legal for the class involved. In all cases where more than one competitor uses the same machine, applicable riding numbers are to be used at all times. Failure to obtain Referee's approval for use of the machine means disqualification.

(iii) Organizers must have a means of indicating to the scrutineer that a rider has signed in. (Tags, etc.). Where events held over 2 or more consecutive days will require separate scrutineering, organizers must use different sign in confirmation tags.

(c) No machines may be ridden in the paddock or pit areas, except as permitted by the referee.

Q-507 Practice

All riders must have a minimum of 2 practice sessions, except Arenacross where the requirement is 1 session, with 2 recommended. If the course is altered during the running of the event, riders must be allowed at least one inspection lap.

Q-508 Starting Procedure

(a) Starting Gate - a starting gate must be used. It must be of the reverse dropping type, controlled manually or by remote control. The controlling device must have an adequate cover to prevent the riders from anticipating the start.

(b) Minimum width of the gate 10 metres

(Arenacross 7 metres); minimum height 500 mm.

(c) Starting Line - the number of riders in each heat shall be determined by the width of the starting gate, allowing 1 metre for each rider / 1 1/2 for ATV's.

(d) Starts from two lines are not permitted (except Arenacross - 2 row starts permitted with special approval obtained in advance).

(e) The starting line must be situated to allow equal chances for all participants.

(f) Starting Straight - the maximum length for Supercross shall be 125 metres and for mini-stade & Arenacross, 75 metres, and contain no jumps.

(g) Starting Method - shall be according to the procedure outlined for Expert Motocross Championships.

(h)(i) Starts shall be clutch starts with the machine in gear.

(ii) Riders must have the front wheel on or in the designated start line, at the five second signal, and until the completion of the starting sequence. Failure to comply may result in a false start penalty at Referee's discretion.

(iii) The front wheel must be within 50 cm of the gate when the 5 second signal is given. Failure to comply may result in a false start penalty at Referee's discretion.

(i) The penalty for a false start is 5 positions in the results of the heat in which the offense occurred, unless the Referee deems a harsher penalty is appropriate.

(j)(i) A race shall be considered as started when the starting signal is given, except in the case of a false

start. It shall be considered a false start when one or more competitors leave the starting line before the starting signal is given.

(ii) The only persons authorized to stop a race are the referee or his delegate and this shall be done by holding the red flag overhead and all competitors must stop racing immediately.

(iii) Where a race is stopped, the positions of the riders at the last check over the finish line, previous to the stop signal, shall be considered the finishing positions. The rider responsible for the stoppage shall be placed last in the results.

(iv) Non National Championship, Semi Final and non qualifying races which are stopped before the official distance has been run, will be counted if 50% of the event has been completed. The referee will decide the length of any required rerun, and at what point a non qualifying race is considered completed.

When a race is rerun, all those who originally started will be eligible to restart providing they are ready within two (2) minutes of the specified time of the restart, except where a race was stopped due to a fallen rider's inability to get off the track because of apparent injury. In that case, the rider may not restart.

(k)(i) Any rider leaving the course other than at the pits must re-enter at or behind the point of exit. Failure to do so will result in the rider being penalized 5 positions in the results of that heat, unless the referee deems a harsher penalty is appropriate.

(ii) The breaking of the course marking tape and/or displacement of other course markers such as stakes and tires shall not be considered course cutting,

unless the referee considers it was deliberate, and/or an advantage is gained.

Q-509 Outside assistance is forbidden unless it is carried out by course marshals carrying out their duty in the interests of safety.

The penalty for violation of this regulation is exclusion.

Signalers may operate from a designated area.

Q-510

(a) A race will be terminated by displaying the checkered flag. This will be done when the stipulated number of laps have been completed.

(b) The white flag will be displayed to indicate that there is one lap to go in the competition.

The winner of the race is the rider who takes the checkered flag ahead of the others.

(c) The time at which a motorcycle and its rider crosses a control line shall be 'registered at the moment the foremost part of the motorcycle crosses the line except when transponders are used.

(d) To be classed as the finisher of a race, a rider must:

(i) Cross the finish line when the checkered flag is displayed.

(ii) Cross the finish line within 3 minutes of the winner.

(iii) Complete 3/4 of the laps of the winner rounded off to the higher number.

(iv) Must have traversed the entire length of the circuit to get to the finish line.

(e) A rider must complete a given heat, semi or final using the same machine on which he starts that heat,

semi or final.

Q-511 Programme: shall consist of qualifying heats, second chance heats, semi finals, last chance heat, and final.

Riders shall be placed in the qualifying heats by the Senior Official, or his delegate.

Every rider must have 2 chances to qualify.

Q-512 Protests: relating to an error, irregularity or fraudulent action which could influence the result of a race in which the rider involved (and/or the machine concerned) is to take part in a later race, must be lodged before the riders leave the staging area for that later heat.

AMATEUR ARENACROSS REGULATIONS

This category must conform to all the general CMA rules for motocross, special rules for stadium motocross and the following additional requirements.

Q-525

(a) The racing surface may be a minimum of the standard size of an indoor hockey rink.

(b) The surface must be enclosed completely by boards.

Q-526 Classes

- Youth
- MX 1 Novice, Intermediate, Expert
- MX 2 Novice, Intermediate, Expert
- ATV
- Plus 25
- Plus 30
- Veteran

Q-527 Classes (rider and capacity) may not be mixed for practice and racing.

Q-528 Maximum 14 riders on the track at any time, practice or racing.

Q-529 Race format to be set by organizer and approved by referee.

Q-530 Regional Referees are permitted to officiate.

Q-531 Track diagram and race format must accompany sanction application forwarded to head office.

AMATEUR SUPERCROSS REGULATIONS

FIM Rules Apply.

SNOWMOBILE CROSS COUNTRY

A long distance event on a virgin course consisting of minimum 2 / maximum 20 km loop.

601 Classes

- Mini* 125 cc (15 kph max. speed)
- Youth 1* maximum 600cc fan/air cooled only (no liquid cooling)
- Youth 2 maximum 500 cc liquid cooled, any size fan/air cooled
- Women maximum 600 cc
- Masters (plus 40) maximum 600 cc
- Plus 30 maximum 600 cc
- Sport 500 maximum 500 cc liquid cooled, any size fan/air cooled
- Sport 600* maximum 600 cc
- Sport Open maximum 600 cc
- Semi Pro 500 maximum 500 cc liquid cooled, any size fan/air cooled
- Semi Pro 600* maximum 600 cc
- Semi Pro Open maximum 600 cc

- Pro 500 maximum 500 cc liquid cooled, any size fan/air cooled

- Pro Open maximum 600 cc

- Grand Prix* Semi Pro/Pro, maximum 800 cc

- Sportsman ** maximum 800 cc

*.classes are optional to the Region or organizer

** non points, trophy class for riders not entered in the regular "Sport" "Semi Pro" or "Pro" classes on the day (entry in Masters, Plus 30 or Women's classes are at the discretion of the Region and organizer).

All classes permitting maximum 600cc allow 4 strokes to a maximum of 3 cylinders and 1050cc.

602 Rider Classification

Sport - entry level for novice or first time racers

Semi Pro - competitive racers who should have previous competition experience

Pro - competitive racing at an Expert level

Regional officials are authorized to decide the classification level of the riders.

603 Licences/Age Restrictions

All participants must present a current CMA licence, valid for the activity.

Age Restrictions - minimum is the birthday of the rider/maximum is the end of the year in which the rider reaches the age

Mini minimum 6, maximum 10

Youth 1 minimum 9, maximum 12

Youth 2 minimum 13, maximum 16

(Note: riders who qualify age wise may not enter the Youth 2 class and one of the adult classes at the same race event)

Plus 30 minimum 30

Masters minimum 39

Pro minimum 15

All Others minimum 13

Licences may be purchased at events, subject to the approval of head office. Receipts must be issued and the applications and fees forwarded to head office immediately following the event.

Minors (under 18) may not be sold licences at events unless the parent or legal guardian is present and signs the application in the presence of a race official.

604 Numbers

The rider's assigned competition number must be displayed on both sides of the windshield or cowling, be a minimum of 6" high, and of a bright, contrasting colour (preferably on a white background). It is also recommended that the rider's number be displayed on the back of their outermost upper apparel. Numbered bibs are optional.

605 Equipment

01 Rider Equipment

(a) Riders must wear CMA approved equipment in good condition consisting of:

Approved helmet. Colour must be 75% international blaze orange in colour

Chest Protector must be ISR approved type for competition. Motocross flak jackets are not legal .

Eye Protection. Goggles or face shield.

Sturdy boots that cover the ankles.

Shin and knee pads must be of hard material (hockey/motocross style).

Protective gloves or mitts.

(b) Approved helmets must be certified by the manufacturer as meeting at least one of the following standards, and must have the original certification label(s) affixed (clearly visible/not painted over)

Accepted standards are:

Europe - ECE 22-05 (P only)

Great Britain - BS 6658 Grade A (Road Racing)
and Grade B (all other disciplines)

Japan - JIS T 8133 : 2007

North America Snell M2010

Scorpion ECE 750 Series

02 Machine Requirements

(a) - steel or ridged skis must have padded ski tips
- working tether switch, maximum length 6 feet -
working brake and head lights covered with clear
tape

- all guards in place, hood secure

- warm up stand with back and side protection
must be used

- padded handle bars

- rear snow flap must come within 2" of the
ground with rider aboard, side straps must be
attached from the snow flap to the tunnel

(b) Traction studs are permitted in any location and
in any number in all classes except Mini. Stud height
maximum 3/8" from top of lug. Grass hooks or
paddles are not allowed. Ski runner maximum 5/8"
from bottom of ski.

(c) Supercharging by means of a device of any kind
is forbidden. The direct injection of fuel is not
considered to be supercharging.

(d) The use of handlebars made from carbon, kevlar

or any other composite materials is forbidden.

606 Prizes

(a) Prizes for the Pro, Semi-Pro and Grand Prix classes will be in the form of entry fee payback.

(b) All other classes will receive trophies.

(c) Format for prizes will be determined by the Region.

607 Course Regulations

(a) Track

minimum width 7 metres (12-18 metres recommended)

a neutral safety zone between the track and any solid objects, minimum 3 metres

sufficient snow cover (recommended 3-4 feet of hard packed snow in corners).

finish line must be on a flat surface (no finish jump)

(b) Circuit

an "Enter at Own Risk" sign must be posted at the entrance

Restricted Areas (track, pit, lapscoreing areas) must be posted as such. No spectators permitted.

Spectator area must be a minimum of 100 feet from track (25 feet with fencing/protective barrier). No spectators are permitted in dangerous areas (e.g. outside of corners).

Concessions and toilets must be located at a reasonable distance from the track.

The course must be clearly and adequately marked and all danger points to be designated by either a Marshall or danger markers.

The Starting line must be wide enough to

accommodate the number of riders in each class

There must be adequate distance from the start to the first obstacle and the course over this distance must be wide enough to accommodate safe passing.

Organizers must take every precaution to layout the course to prevent course cutting.

Road crossings are not permitted.

608 Organization

The track must be inspected at the beginning of race day.

An ambulance (equipped to Provincial Standards) must be on site from the beginning of practice to the end of the race programme. Fee is the responsibility of the promoter.

Cost of ambulance transport is paid by the rider.

A track diagram must be sent to head office with the sanction application.

Flagmen must be a minimum of 14 years of age and must wear ID (orange vests recommended).

Fire extinguishers must be available and clearly visible at trackside, pits and spectator areas.

Staff, track workers, and officials must have a written job description and sign the CMA release.

Alcohol is not permitted in the restricted areas.

All machines must pass a safety tech and a riders' meeting must be held prior to the start of practice.

609 Programme

There must be a minimum of 4 machines to constitute a class. If less than 4 they may be combined with another class, except Mini, Youth 1 and Youth 2.

Staging or starting position will be determined by draw and there may be more than one class on the

course at the same time (except Mini, Youth 1 and Youth 2).

Maximum number of snowmobiles per starting row is 5, with a minimum of 5 ft per snowmobile. The starting procedure will be such that waves of 5 or fewer riders will be started at 10 second intervals. The appropriate time will be deducted from the race finish time to determine results.

The length of the race will be determined by the referee on race day (time + 1 lap).

Mini class must be run alone on a smaller shortened track.

Youth 1 and Youth 2 classes may only be combined with each other and must be run at a separate time from the other classes.

A Regional Champion will be declared in each class based on total points scored. Points will be awarded to 10 places on the basis of 15, 12, 10, 8, 6, 5, 4, 3, 2, 1.

610 Conduct

No riding in the pit without a helmet and tether cord attached. Infractions will result in a fine of not more than \$50.00 which must be paid before participating in the following heat or race and/or disqualification from the race or moto.

All sleds must be warmed up on stand with rider and tether cord attached. This regulation applies to all areas of the track including pits, staging lane and start lane.

Infractions will result in a fine of \$50.00 which must be paid before participating in the following heat or race and/or disqualification from the race or

moto.

Further infractions will result in disciplinary action by the CMA, which can include suspension of licence.

Stutter switches cannot be used until staging personnel have cleared the starting area. Infractions will result in disqualification from the race or moto, or for the event, at the discretion of the Referee.

The rider who causes a false start will be moved back 3 sled lengths. A second occurrence will result in the rider being placed a further 3 sled lengths back. A third occurrence will result in disqualification from that race.

When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the yellow flag. While the yellow flag is displayed, failure to use reasonable caution, aggressive riding or passing while the yellow flag is displayed will result in a minimum 5 position penalty or, at the referee's discretion, may result in disqualification. Contact with emergency personnel will result in immediate disqualification from the event.

Rider(s) leaving the track during a race must re-enter as soon as possible and without gaining a position or an advantage. Riders on the track have the right of way.

A clearly defined fueling area will be designated by the referee. Riders must walk into and out of the fueling area and will be assessed a 30 second penalty for failure to do so. Snowmobiles must remain running and with the rider's tether cord attached and

the parking brake on while fueling.

Riders may leave the course to avoid obstacles or fallen riders, but must stay within sight of the course markings.

Riders may not leave the course in open areas where motocross style course markings are in use (ribbon, rope, banners etc). If a rider does leave the course in said areas, re-entry must be at or behind the point of exit. Penalty for infraction -5 positions in the results or a stop and go penalty as determined by the referee.

Penalty for course cutting – exclusion.

611 Flags

Yellow - danger ahead; no passing allowed until you have passed the incident that caused the flag.

Green - course is clear

Checkered - finish

Red Cross on White - call ambulance

Blue with White diagonal stripe - last lap

Blue - you are being lapped; allow rider to pass.

Green & Blue crossed - halfway.

Red - stop racing and report to starting line.

Black - report to Referee.

612 Protests

A protest must be filed within 30 minutes of the race in question and handed, in writing, to the Referee, accompanied by the appropriate fee.

(a) Protests concerning results - no fee.

(b) Protests regarding machine legality (internal) must be accompanied by a fee of \$150. If the protest is not upheld the fee will be given to the owner of the protested machine.

(c) All other protests must be accompanied by a fee of \$10.

(d) Protests which are upheld will have the fee refunded.

SUPERMOTO REGULATIONS

Racing on a paved surface and generally including an off-road section

SM-01 (a) Classes

Novice

Intermediate 450

Intermediate Unlimited

Expert 450

Expert Unlimited

GP Unlimited

Veteran Plus 35

Youth Mini Motard

Mini Motard

Sportsman (stock Moto Rims)

DRZ 400

(b) Lower Limits

Intermediate and Expert Unlimited

500 cc 4 Stroke / 400 cc 2 Stroke

450 Classes

300 cc 4 Stroke (Single or Twin) / 200 cc 2 Stroke

SM-02 Licensing

Restrictions: Minimum is the birthday of the rider / Maximum is the end of the year in which the rider reaches that age.

Youth Minimum 12 / Maximum 15

Novice Minimum 12

Intermediate Minimum 14

Expert Minimum 14

SM-03 Number Plates

- Expert black numbers on white plate
- Intermediate black numbers on yellow plate
- Novice red numbers of white plates

SM-04 Equipment

- (a) Competitors must wear CMA approved riding gear, in good condition consisting of:
- (i) One piece, or two piece (that securely zips together) leather or Kevlar suits or Commercially manufactured motocross jerseys and pants provided they are constructed with, or used in conjunction with elbow pads, knee cups and hip pads. A commercially manufactured chest/back protector must be worn with motocross apparel.
 - (ii) Leather boots a minimum height of 8" from the top of the sole and overlapping the pants or hard plastic boots manufactured for motorcycle competition
 - (iii) Approved face shield or goggles with soft or padded rims.
 - (iv) Helmets must be certified by the manufacturer as meeting at least one of the following standards, and must have the original certification label(s) affixed (clearly visible / not painted over).

Accepted standards are:

- Europe - ECE 22-05 (P only)
- Great Britain - BS 6658 Grade A (Road Racing) and Grade B (all other disciplines)
- Japan - JIS T 8133 : 2007
- North America Snell M2010

SM-05

- (a) Knobby tires are not permitted
- (b) The use of handlebars made from carbon, kevlar or any other composite materials is forbidden.

SM-06 Race Format

Heat Races and a Final will be run for each class. Prizes and points will be awarded to the Finals only to 20 places on the basis of 25, 22, 20, 18, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

SM-07 Track Standards

- The materials used for the off road section must be natural and consistent.
- The off road section must be free of stones. It must not cross standing water or be divided by any obstacle. Adequate circuit drainage must be installed to allow racing under all weather conditions.
- When necessary, the off road section must be properly watered in ample time before and between the races to ensure proper racing conditions, safety, and to protect the public and riders from dust.
- The layout of the course must be designed with the riders' safety in mind.
- The right and left edge of the actual riding width of the track must be clearly marked.

Length

The course shall not be less than 800 m long (except when changes are necessary for safety reasons or force majeure) nor greater than 1,750 m unless with prior agreement from the CMA.

The length of the course shall be measured along the centre line.

Width

The width of the usable course should not be less than 6 m (actual riding width) at the narrowest point, except for the starting straight and the first turn which should have an actual riding width of 10 m.

The course must not have any sudden narrowing.

Vertical Space

The minimum free vertical space between the course and any obstacle above the ground must be approximately 3m.

Obstacles

The safety of the riders, spectators and officials must be given utmost priority when constructing the obstacles.

Spectators' Safety

The public must be protected within the vicinity of the course. A neutral zone between the spectator fence and the edge of the circuit must be maintained and must not, under any condition, be less than 1 m.

This zone must be defined on the public side by a sufficiently solid and high fence to control and protect the public.

Riders' Safety

The most important factor in course layout is rider safety.

Particular attention must be given to the installation of the jumps and the jump faces.

"Finishing touches" to the jumps may be made with the help of a qualified rider.

Straw bales, in a plastic wrapping, or other shock absorbent materials must be installed in areas needing protection.

Flag Marshall Posts

There must be a sufficient number of flag marshall posts around the course to provide adequate flag signals during a race.

They must be distinctly indicated and clearly visible to the competitors. The post number must be indicated at each location.

Special care must be taken to position the post in an area which provides the utmost safety to the marshall and provides an overall view of the track.

Starting Area

A Waiting Area giving access to the starting grid is recommended. Standards are available from the CMA.

Starting Grid

The minimum width (actual riding width) of the starting grid is 10 m at the narrowest point.

It will provide for 4 riders per row with a minimum of 1 m between each position, to a maximum of 8 rows.

There must be a 4 m distance between rows and the positions must be staggered (eg rows 1, 3, 5 aligned; rows 2, 4, 6 aligned).

Each starting position must be indicated by a white line (80 cm x 8 cm). The motorcycle must be placed with the front wheel behind this line in a central position.

The pole position will be determined by the Referee during the inspection of the circuit.

Starting Straight

The surface of the starting straight and the first turn must be paved.

The minimum actual riding width of the starting straight and the first turn is 10 m.

The minimum length of the starting straight is 60 m.

Pit Lane

Adjacent to the starting grid a pit lane must be reserved for repairs and signaling during practices and races.

It must be a paved area (dimensions approximately 60 m x 10 m) with direct access to the paddock through one entrance only.

The pit lane must be fenced to a high standard with a manned security gate to the paddock.

It must have one entrance and one exit to the course which must be kept clear at all times and controlled by a flag marshall.

Smoking is prohibited in the pit lane.

Finish Area

Finish Line

Access to the finish line must be strictly controlled during and at the end of a race.

Timekeeping and lap scoring

Timekeeping and lap scoring services must be situated with a full view of the finish line and provide shelter from inclement weather.