

SHO-ME STATE PITBIKE SERIES

2010 Rulebook

Sho-Me State Pitbike Series

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Definitions

ADULT -Any person over the age of 18

AMATEUR -A rider not competing for cash awards. Minimum age 12 years.

AUTHORIZED ADULT -Any adult, while not the parent or legal guardian, who is given written and notarized responsibility to act in the stead of a minor's parent or legal guardian on a given day.

CONTEST -Competition between two or more riders in the meet

cc -Cubic Centimeters

Cu. In. -Cubic Inches

DNF -Did Not Finish

DNS -Did Not Start

DOT -Department of Transportation

EVENT -Any one of the contests in a meet

KNOBBY TIRES -Tires marked as "Not for Highway Use" are considered knobby tires. All blocks in the same circumference must be of the same depth.

MACHINE -Defined as a combination of one frame and frame number with one engine and engine number

MANUFACTURER -The original manufacturer of a motorcycle

MEDICAL RELEASE -Authorization from the parent or legal guardian required by a hospital before it will treat a sick or injured minor

MEET -An activity during which one or more motorcycle events and their related practices are conducted

MOTO -A contest during the meet

OPEN -An event which is open for entry to all within a division regardless of age or sex. Open is an Amateur or Youth category only.

PISTON DISPLACEMENT -The space covered, or volume swept out, during each piston stroke

PIT BIKE -(Or Pitbike) A two-wheeled air-cooled 4-stroke gasoline engine powered vehicle with a wheelbase of less than 49 inches with a rear wheel size of 12 inches or smaller as originally equipped by the manufacturer. A pitbike cannot be made from a playbike by installing smaller wheels and tires.

PIT CREW -Mechanics or assistants to a rider entered in a meet

PLAY BIKE -(Or Playbike) A two-wheeled air-cooled 4-stroke gasoline engine powered vehicle with a wheelbase of less than 54 inches with a rear wheel size of at least 14 inches but no more than 16 inches as originally equipped by the manufacturer. A playbike cannot be made from a pitbike by installing larger wheels and tires, nor from a larger motorcycle by installing smaller wheels and tires.

PROFESSIONAL -A rider competing for cash prizes. Minimum age 16 years.

RIDER -Any person who has completed an entry and competes in a meet;

SLEEVE -An insert in the engine cylinder

SUSPENSION -In the context of penalties, the loss of all rights to compete as a rider or member of a pit crew for a specified period

WHEELBASE -The length between the center point of each axle measured with the rear axle in its maximum rearward position and the bike standing on level ground upright and unloaded

YOUTH -A rider between the ages of 4 and 15

Riders and Eligibility

A. General

1. Standard meets are open to all persons who submit themselves for entry according to the rules contained herein
2. At Standard meets, only Pro class riders may compete for cash prizes.
3. No rider under age 18 may compete without the written consent by signature on liability releases and entry forms of his or her parents or legal guardians present at the meet. An authorized adult acting on behalf of the parents or legal guardians must provide a notarized statement indicating he or she has been given the authority by the parent or legal guardian to take responsibility for the minor during the meet. The parents, legal guardians, or authorized adult must remain present while the minor he or she is responsible for is at the meet.
4. Race personnel, officials, riders, mechanics, pit crew, persons associated with riders, and photographers must not consume nor be under the influence of intoxicants, performance enhancing drugs, or drugs that could affect normal mental or physical ability. Aside from affecting safety at the meet, any such use is inconsistent with the concept of good sportsmanship and is harmful to the sport of pitbike and playbike riding and racing.
5. Riders, family members, or pit crew who direct foul and abusive language to an official of the sponsoring club, promoter, or race official are subject to disqualification of the associated rider from the entire meet. Each rider is responsible for the actions of his family and pit crew. Any unnecessary trouble caused by these individuals puts that rider at risk of disqualification.

All riders and other race personnel must assess for themselves the track, facilities, existing conditions, and any other matters relating to safety. The Sho-Me State Pitbike Series itself does not undertake to operate any competition facility. All riders, track

promoters, and race personnel must rely on their own judgment and assume all risks inherent in participation in competition in any manner.

B. Riders and Classifications

1. Riders are classified on the basis of participation in competition in Sho-Me State Pitbike racing and in competition in any other organized motocross racing such as AMA, NMA, Missouri State Series, or local track competition. There are three classes of riders:

a. Pro Class

b. Amateur Class

c. Youth Class

2. Participation in a higher class in any Sho-Me State Pitbike Series or non-Sho-Me State Pitbike Series motocross racing will result in permanent classification in that class.

3. If, after competing in a higher class, a rider believes he/she is not capable of competing as a higher class rider, he or she may appeal the classification in writing to the Sho-Me State Pitbike Series directors. Such appeal can be made one time. Each appeal will be decided based on individual circumstances.

a. A rider can only be returned to a lower class when the directors consider them completely non-competitive in the higher class and that they will not dominate the lower class to which they are returning.

b. A rider can only appeal to be returned to a lower class once in a calendar year.

c. A rider returning to competition after an absence of several years, or after an injury, must appeal in writing to resume competition in a lower class. He or she may not do so without director's permission.

d. Failure to comply will result in suspension or other disciplinary action.

4. Riders between the ages of 12 and 15 cannot be forced to advance to the Pro class, regardless of how many races or championships he or she has won, nor how many advancement points in other sanctioning bodies he or she may have.

C. Entries

1. All entry forms must be completed and signed in ink by contestants. A promoter may refuse the entry of a rider who has not made arrangements to pay medical bills or ambulance bills incurred as a result of injuries at a previous meet sponsored by that promoter.
2. Entrants may be removed or ejected from a meet for breaking the rules of conduct. Entry fees are forfeit if an entrant is removed or ejected.
3. No youth rider may compete in more than one age grouping during any meet⁴. The same machine may be used by a youth or amateur entrant in more than one class in youth or amateur competition on the same day as long as the machine and rider meet all the requirements of each class.
5. A rider must actually start the meet to be considered a participant.

Equipment

Special Note: The Sho-Me State Pitbike Series does not inspect vehicles in competition. Participants are solely responsible for the condition of their vehicles, their competence to operate them, and for entering them correctly in appropriate classes for which they meet the specifications.

A. Approval of pitbikes and playbikes

1. Pitbikes and playbikes used in competition must be in compliance with all rules. Modified machines must comply as indicated in the General Equipment Standards Section.

a. Pitbikes in the Stock class must be series manufactured machines which have been produced and sold in this country and generally available at dealerships all across the country in large quantities of identical machines. Only class-specified bikes may be entered in Stock class competition. Machines not specified may be added if submitted in writing to the directors with supporting documentation that they meet the Stock class requirements.

b. Custom pitbikes and playbikes are allowed as long as the frame, swingarm and suspension are available for sale to the general public.

2. Stock class bikes have the following restrictions to their modification:

a. The following cannot be changed or modified for a bike to be eligible for the Stock classes, unless specified in this list: Engine cases, Engine head (no aluminum heads, no special coatings), Engine cylinder (no cylinder spacers, no special coatings), Carburetor (re-jetting the stock carburetor is allowed. The choke must remain on the carburetor.), Carburetor manifold, Engine appearance (no painting or coating or machining), Swing arm, Forks, Shock, Frame, Hubs. No porting or polishing is allowed. No manual clutch-automatic only.

b. Stock classes allow only the following modifications or parts additions or changes: Triple clamps or handlebar mounts, Kill switch, Handlebars, Grips, Throttle tube or assembly, Throttle cable, Brake cable, Clutch cable, Clutch springs, Clutch plates (Clutch shift style cannot be changed, i.e. automatic must remain automatic), Piston (no titanium pistons or special piston coatings), Rings, Exhaust system, Rear sprocket, Counter shaft sprocket, CDI box, Tires, Air filter element (the air filter type and mounting system may not be changed), Fork springs, Rear springs, Bearings, Footpegs or footpeg mounts, Shifter, Brake lever, Skid plate, Rims, Spokes, Seat cover and foam, Plastic body parts (must be OEM style replacement plastic), Graphics. The rear chain guard may be removed.

3. Violations of the Stock class rules as determined by either the protest process or by the referee of the event will result in disqualification from that event. A second violation of the Stock class rules in the same year will result in disqualification from that event and a suspension from Sho-Me State Pitbike Series competition for one year. If a violation is deemed by the referee to be only cosmetic in nature, with no performance advantage or willful misconduct involved, he may issue a warning or fine in lieu of disqualification.

B. General Equipment Standards

Equipment used in Sho-Me Pitbike Series competition must meet the following standards, except as otherwise specifically provided for in this rulebook. When the rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials, and/or fabricate the same so that the motorcycle components will perform in competition with safety.

1. Engines

- a. Unlimited engine modifications are allowed unless otherwise stated by the class rules.
- b. Superchargers, Turbochargers, and Nitrous Oxide systems are prohibited.
- c. All machines in competition must be equipped with a functional mechanical kill device such as a compression release or ignition cut-off switch mounted on the handlebar and able to be reached without removing the hand from the handgrip.
- d. All machines in competition must be fitted with a self-closing throttle.

e. All machines in competition must use petroleum-based gasoline as defined by ASTM D4814. All gasoline at the meet must be stored in approved containers.

2. Transmissions

a. Unlimited transmission modifications are allowed unless otherwise stated by the class rules.

b. Machines originally equipped with fewer than six speeds may be increased to a maximum of six speeds unless otherwise stated by the class rules.

c. Specially fabricated clutch levers or pedals may be used.

d. Special sprockets may be fabricated, but they must be made and attached in a safe and workmanlike manner. An extra sprocket cannot be mounted to the rear wheel.

e. Starting systems may be removed, including kick lever, pedal, starter crank gear and starter shaft. Kick pedals must be of the folding type.

f. There are no limitations on gear ratios.

3. Brakes

a. Brakes must be manufactured and installed in a safe and workmanlike manner.

b. All machines in competition must have at minimum a functioning rear wheel brake.

c. A compression release does not constitute a brake.

d. Brake ventilation is permitted.

4. Wheels and axles

a. 8 inches is the minimum rear wheel size for PeeWee classes and 50cc classes. 10 inches minimum rear wheel for all other classes unless specified by the class rules.

b. Aluminum wheel axles are prohibited.

5. Frame

- a. Frame parts must be manufactured and assembled in a safe and workmanlike manner, and any frame modifications must also be done in a safe and workmanlike manner.
- b. Once a meet has started, the machine's frame may not be replaced.
- c. Titanium frames are prohibited.
- d. Safety bars and stands must be removed except in the Stock classes.
- e. Maximum wheelbase for all 10 inch rear wheel classes is 45 inches.
- f. Maximum wheelbase for all 12 inch rear wheel classes is 49 inches.

6. Foot pegs and levers

- a. All foot pegs must fold back at a 45 degree angle for at least 50 degrees of movement.
- b. Foot pegs must have a non slip surface (toothed, serrated, knurled, or rubber covered, etc.).
- c. The length of the foot peg mount from the foot peg pivot point to the frame, transmission, or engine case must not exceed three inches.

7. Handlebars and controls

- a. Handlebars must be made of steel, aluminum, titanium, or another approved material. Repaired, cracked, or broken handlebars are prohibited. Handlebar mounts or triple clamps may be altered.
- b. Control levers must have intact ball ends.

8. Forks

- a. Forks must be adequate in strength and size for the machine and its use.
- b. Fender brackets may be removed or altered.
- c. Steering dampers are permitted.

9. Gas Tanks

- a. Gas tank capacity must be less than 2 gallons. The gas tank must be manufactured and mounted in a safe and workmanlike manner.

- b. Leaking gas tanks or fittings or hoses are prohibited. Temporary repairs or patches are prohibited.
- c. Seat tanks are prohibited.
- d. Gas tank vent lines must have a device which prevents gasoline from escaping.
- e. The gas tank may not be changed during the course of the meet except to replace a broken, damaged or leaking gas tank.

10. Fenders

- a. The front fender and the rear portion of the rear fender may be removed or special fenders may be fitted.
- b. Any special fenders must be mounted securely, safely, and in a workmanlike manner.

11. Chain guards

- a. A guard must completely enclose the primary drive, i.e. drive shaft. The counter-shaft sprocket and primary back drive are not considered parts of the primary drive.
- b. A rear chain guard is not required.

12. Exhaust system

- a. The exhaust system must be attached securely together and to the frame.
- b. The discharge end of the exhaust system may not extend beyond the rear edge of the rear tire, nor be oriented so that it blows dust into the air or interferes with the vision of another rider.
- c. Machines entered in meets may be required to have mufflers/silencers which do not exceed a stated maximum sound level.

13. Tires

- a. The tread pattern of tires used in competition may be re-grooved or cut, provided it is done in a safe and workmanlike manner.
- b. Recapped or retreaded tires are prohibited.

- c. No rubber or metal studs or any other foreign materials may be added to the tire tread.
- d. No paddle tires may be used.
- e. No liquid may be used as a primary tire filler.

14. Number plates

- a. Machines in competition must be equipped with three number plates, one at the front and one on each side.
- b. Numbers must be at least four inch high block type letters of good stroke and simple style in a single solid color which contrasts with the plain background.
- c. Nothing but the numbers may be displayed in the number plate except for border area decoration.
- d. Sponsor or rider name may be displayed at the top of the front number plate or in the border of a side plate.
- e. Number plates must be securely mounted. The front plate must be attached parallel to the head angle and may not be swept back or curved excessively for aerodynamics or styling.

C. Motorcycle Equipment Inspection

1. It is the responsibility of the rider to classify his machine correctly and ensure that it complies with all rules and regulations. The absence of a formal pre-race tech inspection does not mean that every entered machine is deemed compliant with the rules by the referee or race officials.
2. The referee has the power to disqualify any machine that does not conform to the rules, and he may inspect any part of a machine entered in a meet. A machine that has been inspected is not exempt from further inspection at any time during the meet.
3. A rider who refuses to turn over his machine for inspection or measurement at the request of the referee or meet officials is automatically disqualified from the meet.

D. Competition Apparel

It is the sole responsibility of the rider to select a helmet, riding apparel, and safety equipment which will provide appropriate protection. The Sho-Me State Pitbike Series does not endorse or certify safety equipment or manufacturers.

1. A helmet must be worn during all practice and competition. All helmets must be full coverage or full-face models. Helmets must be certified by the manufacturer and have a sticker affixed stating it meets or exceeds DOT Standard 2000, Snell M2000, M2005, or any of the FIM SFI approved certifications.
2. Riding pants of a protective material such as standard motocross gear are recommended.
3. When the rider jersey is used for rider identification for scoring, the rider number must be displayed on the back in 8 inch letters of a contrasting color in a standard horizontal arrangement.
4. Boots constructed of a durable material are recommended.
5. Radio communication with the rider is prohibited.

Meets & Classes

Special Note: The Sho-Me State Pitbike Series does not set engineering and design standards for tracks used in competition. Participants are solely responsible for their safety at meets and must assess their own ability to safely negotiate each track or course. Participants who doubt the competence of track officials, have concerns about the safety of the course, or their own ability to negotiate the course, or are uncertain about the condition of their machine, or doubt the competence of fellow competitors, should not participate and should request the return of their entry fee before competitive activity of the meet begins.

A. General Rules of the Meet

1. Every track, promoter, rider, and all other persons participating in or connected with any meet are bound by these rules.
2. No gambling is permitted at any meet.
3. At any meet the following apply: The machine must meet class requirements for engine size. All classes need not be run in any given meet. If there are insufficient entries in a given class, it may be run at the same time as another class for separate prizes.
4. All machines used in a meet must have an engine noise muffler as specified in the equipment standards. When a track has a specific sound level limit, all machines must comply.
5. The Series does not provide medical insurance for riders. It is the responsibility of every participant to ensure that he or she is covered by medical insurance.

B. Race Rules

1. No one except riders officially entered in the meet may ride or practice on any portion of the course or track the day of the meet.

2. The machine the rider brings to the starting line for his first heat or moto is considered the qualified machine for that day's meet in that class.
3. If a rider is too short to touch the ground at the start with both feet, blocks may be used. The blocks must be removed immediately after the start.
4. Practice or warm-up is limited to the designated area identified by the organizer. Competitors riding or allowing their machines to be ridden outside those boundaries can be excluded from the meet.
5. A rider must be ready when called to the starting area. If he or she is not ready, two minutes are allowed after the starter's call to make minor repairs. After two minutes, if the rider is still not ready, he or she may be excluded from the event. Any rider may ask for two minutes to make repairs, but the additional time will not prevent the disqualification of another rider who has already taken advantage of a two minute limit.
6. Starting methods for events.
 - a. Two starting lines, two feet apart are plainly marked for each row. After starting their engines, competitors ride their machines to their assigned starting positions, stopping half a bike length behind the back line and placing their machines in neutral. The width of the starting line determines how many riders may compete in each heat or moto.
 - b. When the starter has ensured that all engines are running and in neutral, and all machines are properly positioned behind the back line, he walks to the side of the track and faces the riders. This is the signal for riders to place their machines in gear, move to the starting line and stop. When all riders are ready, the starter begins the event.
 - c. Depending on the facilities, the referee may use starting lights, a flag, rubber band gate, or speedway-type starting gate to start the event.
 - d. Any rider whose machine touches the front line before the event is started will be moved to the penalty line. Riders who jump the line just prior to the start may be disqualified and black flagged out of the event while the race continues. In all restarts, a rider at the penalty line must continue to start from the same position on the penalty line.
 - e. All starts must be standing starts with both wheels on the ground

f. If more than one starting row is used, each line must be no less than 5 feet behind the preceding line. The penalty line will be 5 feet behind the last starting line in use.

g. First moto start position (gate pick) is based on posted order. Second moto start position is based on first moto results.

h. When a starting gate is available and used, the start procedure will be as follows: The riders are called in order to select a gate. Gate preparation is allowed only behind the starting gate. No gate preparation in front of the gate on the course. Once all riders are in the gate, the starter will display the 30 second card and ensure that all riders have their machines started and are ready. When all riders are ready the card is turned sideways and the gate may be dropped anywhere from immediately to 5 seconds later. A rider who jumps the gate may be black flagged and disqualified while the race continues.

i. Any race stopped when fewer than three laps have been completed will require a complete restart in the original positions.

j. A rider who was determined by the referee to be the cause for the race being stopped will be required to restart from the penalty line when no gate is being used.

k. If, in the referee's opinion, it is necessary to stop an event after more than 60 percent of the total distance has been covered, the race may be considered completed. Riders will be scored according to their positions on the lap preceding the one during which the race was red flagged. If, at the referee's discretion, the race is to be continued instead of considered complete, the riders will be started in single file in the positions they held on the lap before the race was stopped.

i. Should a race be stopped and then continued, riders must return to the designated start area. Any rider returning to the pit/paddock will be disqualified..

ii. Any repairs a rider wishes to make during the stoppage must be performed at the start area. No additional time will be given for repairs or problems when the race is to be restarted.

iii. Any rider not immediately in place when the start is re-called will be subject to disqualification.

iv. If a race is stopped because riders were down, the first rider who went down is placed last in the restart, with the second rider down immediately in front of him and so on, all behind the last rider who did not fall. If the race is called complete, the riders will be scored in the position in which they would have restarted.

7. Under no circumstances may anyone ride a machine in the wrong direction on the track. For this offense the referee may suspend a rider for the event or the entire meet.

8. A rider whose machine is disabled before reaching the finish line may, under his own physical power, push or carry his machine (in the direction of the track) across the finish line to receive the checkered flag. Provided he has completed at least 50 percent of the number of laps as the winner, a rider who finishes in this manner will be considered as having completed the event.

9. If a rider stops for any reason during the event, he must restart without any outside assistance. However, if a rider falls, blocking the course and endangering other riders, he may receive help or have his machine pushed off the course. Any attempt to help under any other situation will result in the rider's disqualification.

10. A rider leaving the course must re-enter at the same point or the nearest point where he can safely do so without interfering with other riders on course and without gaining an advantage. Failure to do so will result in the rider being penalized a minimum of one finishing position for that event.

11. A competitor who rides in a way that endangers officials, other riders, or the public will be subject to immediate disqualification from the meet by the referee.

12. When entering or leaving the pits, a rider must use designated entrance and exit lanes. Failure to do so may result in disqualification.

13. The referee may decide the maximum number of riders who start any event. Starting riders may be determined by qualifying heats.

14. If heat races are used, a rider must start a heat to qualify for the final event.

15. The race is completed when the rider takes the checkered flag. Finishing position is determined by the position of riders as they cross the finish line the final time and number of laps completed. No rider can make up lost laps after the checkered flag.

C. Flags will measure 30 inches by 30 inches and be mounted on a rigid pole which is easily held and waved. They will have the following meanings:

1. GREEN- Start of race

2. WHITE- One lap to go until finish. This is a courtesy flag and even if not displayed, the race is complete when the checkered flag is displayed.
3. YELLOW- Caution. When a yellow flag is displayed, competitors must ride cautiously until after they have passed the incident which caused the yellow flag to be displayed. There is no passing or jumping from the point of the yellow flag displayed until safely past the incident which caused the yellow flag. Failure to ride cautiously, jumping, or passing may result in a penalty ranging from the rider being docked a minimum of one finishing position all the way to disqualification from the event subject entirely to the referee's discretion.
4. BLACK- Disqualification of a rider. That rider must report to the referee at once.
5. LIGHT BLUE WITH DIAGONAL YELLOW STRIPE- Rider is about to be overtaken by faster riders. Do not impede the progress of the faster riders. Rider must hold position on the track.
6. WHITE WITH RED CROSS- Ambulances, safety vehicles, or emergency personnel are on the course. Exercise caution. If this flag is displayed, all riders must slow down, maintain position with no passing or jumping until safely past the incident.
7. CHECKERED BLACK AND WHITE- End of race.
8. RED- Race is stopped for an emergency.

D. Scoring

1. Standard AMA Amateur motocross event scoring will be used as implemented either manually or by the Trackside scoring program and reiterated here.
2. Each rider is entitled to examine his score or scorecard with the head scorer or referee.
3. No official announcement of race winners until all checks have been examined and the head scorer approves the cards. Official results are declared final if no rider requests a recheck within a half hour after they are posted. The final results posted at the end of the 30 minute protest period may not be altered except by the series directors.
4. It is the rider's responsibility to ensure number legibility. If a rider appeals his score and his numbers are not properly displayed, his appeal will be disallowed. There are no exceptions to this rule.
5. Riders earn points in each moto according to their finishing positions. A rider must finish at least one moto to receive an overall finishing position.

6. Points awarded per moto are 1 point for first, 2 points for second, 3 points for third, and so forth. The rider accumulating the fewest points after both motos is the overall class winner. In case of a tie in points, the overall winner is the rider with the better finishing position in the second moto.

7. When runoff heats are run, each division will run its heat(s) and be scored accordingly. The finishing position from the division will be the score the rider receives for his first moto to be added to the final moto score.

8. When the winner receives the checkered flag, the race is considered complete and all riders who take the checkered flag and have completed at least half as many laps as the winner are scored according to their position and number of laps completed as of the final lap. A rider who completed fewer than one half the number of laps as the winner OR who did not take the checkered flag receives points corresponding to the total number of riders entered in the class with a minimum of 20 points. This is indicated in the results as a DNF. A rider who did not start will receive a score equal to the total number of riders plus 30 points.

9. At the sole discretion of the referee a class may be scored from one moto only.

10. Season standing points are taken from the overall finishing position:

1st-25	11th-10
2nd-22	12th-9
3rd-20	13th-8
4th-18	14th-7
5th-16	15th-6
6th-15	16th-5
7th-14	17th-4
8th-13	18th-3
9th-12	19th-2
10th-11	20th-1

E. Classes will run as listed below. A rider and machine must both meet the requirements of the class entered.

1. Pro Division Classes. Minimum age 16:

- a. **10" Pro.** 10" Rear Wheel. Pitbikes with open cradle frame. Maximum engine size 188cc.
- b. **12" Pro.** 12" Rear Wheel. Pitbikes with open cradle frame. Maximum engine size 188cc.

2. Amateur Division Classes. Minimum Age 12:

- a. **10" Amateur.** 10" Rear Wheel. Pitbikes with open cradle frame. Maximum engine size 188cc.
- b. **12" Amateur.** 12" Rear Wheel. Pitbikes with open cradle frame. Maximum engine size 188cc.
- c. **88 Open.** 10" Rear Wheel pitbikes Maximum engine size 88cc.
- d. **50 Stock.** Stock class pitbikes with 10" maximum rear wheel and 50cc engine. Includes Z50, XR50, CRF50.
- e. **110 Stock.** Stock class pitbikes with 12" rear wheel, automatic clutch and maximum 110cc engine. Includes KLX110, DRZ110, TTR90, TTR110, XR70, CRF70.
- f. **Women's Open.** Pitbikes. Maximum engine size 188cc.
- g. **Vet +35 or +200lb Open.** Pitbikes.
- h. **Playbike Open.** Playbikes Maximum engine size 230cc.

3. Youth Division Classes. Ages 4-15:

- a. **PeeWee Open.** Ages 4-8. 50 Stock class 10" rear wheel pitbikes plus shaft drive 2 stroke 50cc (i.e. PW50) and the JR50 2 stroke.
- b. **50 Junior.** Ages 7-11. 50 Stock class pitbikes.
- c. **110 Junior.** Ages 7-11. 110 Stock class pitbikes.
- d. **10" Senior.** Ages 10-15. 10" rear wheel pitbikes. Maximum engine size 188cc.
- e. **12" Senior.** Ages 10-15. 12" rear wheel pitbikes. Maximum engine size 188cc.
- f. **Girls Pitbike Open.** Ages 7-15. Pitbikes. Maximum engine size 188cc.
- g. **Youth Playbike Open.** Ages 7-15. Playbikes. Maximum engine size 150cc.

Youth Division Rules

Warning: Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Motor vehicles should never be used by minors except with the consent and supervision of parents or their designated surrogates.

Unless otherwise specified in this chapter, the rules for Amateur Division competition also apply to Youth Division competition. The Sho-Me Pitbike Series does not test, license, or judge rider competence. Participants and parents of youth are solely responsible for their own and their children's safety.

A. Riders and Eligibility

1. General rules

- a. To compete in the youth division, the rider must be no younger than 4 years and no older than 15 years. The referee or clerk may ask to see proof of rider's age at sign-in. Proof of age must be available at all races.
- b. Parents, legal guardians, or authorized adults must remain present at all times during participation of a youth rider in any event.
 - i. To authorize a minor to compete, parents, legal guardians, or authorized adults must sign below the rider's signature on the entry form.
 11. The notarized authorization signed by the rider's parents or legal guardians giving responsibility to authorized adults must be kept on file with the rider's release form.
- c. The rider must be large enough and mature enough to control his machine at all times and to ride it safely. This includes stopping, starting, standing still, and mounting, dismounting and putting one or both feet on the ground. The referee has the authority to disqualify a rider who cannot safely control his or her motorcycle or pitbike.

d. A rider's age on January 1 will determine his or her age for the year. A rider may choose to move to the next higher age class when he or she has a birthday and becomes old enough for the class. Once a rider has moved up to the higher age class, he or she must remain in that class for the remainder of the year and may not move back down. Riders are encouraged to determine at the beginning of the race season to choose and remain in the class in which they wish to compete. Points earned in one age class do not transfer to another.

2. Entries

a. The same machine may be used by a youth entrant in both Youth and Amateur Division events on the same day as long as the machine meets the requirements of the class entered.

b. The Sho-Me State Pitbike Series does not inspect the vehicles used in competition. Participants are solely responsible for the condition of their vehicles and their competence to operate them.

B. General Rules of the Meet

1. Youth meets must be conducted according to the rules in this rule book. Variations are not allowed without permission in writing from the series directors.

2. All classes to be run at a meet must be listed in advance advertising and posted in a prominent place at the entry desk. All classes advertised must be run if there are two or more riders for that class. When there are fewer than two riders, the class may be advanced to the next higher class and scored separately. Classes with fewer than 6 riders may be run at the same time as another class but scored separately for points and trophies.

3. A minimum of one award must be given for each class run. When more than two riders are in the event, an award must be added for each two additional riders. No more than three trophies need be awarded in any given class.