

## H.P.M.A. 2023 Competition Rules and Regulations

### **DISCLAIMER:**

This Rulebook applies to all H.P.M.A. Sanctioned events.

Every club, association, promoter, rider, and any other individual participating in or connected with an H.P.M.A. event shall abide by and be bound by these rules.

Official Board Members and Host Club Referees and Representatives will be responsible for enforcement of these rules and regulations and for resolving disputes on race days. The rules and regulations set forth here are designed to provide for the orderly conduct of racing events and to establish acceptable requirements for such events. These rules shall govern the conditions of all events, and by participating in these events, all participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication 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 a participant, spectator or official. All riders are responsible for their own medical insurance.

Note: The 2023 Rules are in effect as of January 1, 2023. Changes to existing rules can be proposed at the Membership Meeting held annually before the end of the season awards ceremony and banquet. All H.P.M.A. members are welcome and encouraged to attend. Additional changes are discussed at the January scheduling meeting attended by club and race representatives.

### **2023 REVISION CHART:**

The 2023 Rules are in effect as of April 1st, 2023. Electronic version on the H.P.M.A. website supersedes any printed copy.

**REVISIONS OR CLARIFICATIONS WILL BE ADDED IN THIS SECTION ON THE ONLINE ELECTRONIC VERSION OF THE HPMA RULEBOOK WHEN NECESSARY. THE ELECTRONIC RULEBOOK VERSION SUPERSEDES ANY PRINTED COPY OF THE HPMA RULEBOOK.**

<b>SECTION</b>	<b>CONTENTS</b>	<b>PAGE(S)</b>

## **2023 H.P.M.A. Board Members**

### **President:**

Stacie Vogt– (307)-228-4843

### **Vice President:**

Taylor Jensen-(307)-257-9003

### **Treasurer:**

Ben Fuller – (307)-640-8918

### **Referee:**

David Jensen – (307)-660-3907

### **Secretary:**

Victoria Hurtado– (307)-851-0082

### **Score Keeper:**

Kindal Cunningham-(307)-680-9333

Visit the website at:

[www.hpmaWy.net](http://www.hpmaWy.net)

### **MISSION:**

The purpose of the **High Plains Motocross Association (H.P.M.A)** is to create safe, positive and meaningful recreational riding activities that benefit our club members, their families, friends and guests. This mission hopes to promote a positive learning experience through positive role modeling for upcoming and existing motocross enthusiasts and to preserve the heritage of the sport of racing.

### ***Track Directory (Town / Club / Race Contact Person)***

#### **CASPER – Boomtown MX**

Jason Ledoux – 307-277-6019

**GILLETTE – Powder Basin Motocross**

Mason Remmick– 307-660-8186

**RIVERTON – Fremont County Racing Association**

Devon Scherf – 307-851-8331

**ROCK SPRINGS – Rock Springs Motocross/Sweetwater Speedway**

Jeremy Boyer – 307-389-6226

Stephanie Sweets – 307-922-3041

**MITCHELL - Platte Valley Dirt Riders**

Nate Strom – 308-641-2204

**CHEYENNE – Laramie County Racing Association**

Matt Williams – 307-899-2263

**H.P.M.A. Inc. High Plains Motocross Association**

The goal of H.P.M.A. is to promote the sport and bring quality motocross racing to the Midwestern states. The H.P.M.A. was formed in January of 1993 holding their first “points” race that summer. The 2023 race season is the 30th year of H.P.M.A.

H.P.M.A. races are sponsored by motocross clubs and other individual race promoters primarily in Wyoming. In the past, races have also been held in Nebraska, South Dakota and Montana. The race schedule for each upcoming season is determined at a January/February meeting with all clubs or cities requesting a race being represented. All scheduled races are governed by the established rules of H.P.M.A. Rule books are now available for download from [www.hpmawy.net](http://www.hpmawy.net).

Racers can earn trophies and or cash prizes at the end of each event. In addition, they earn points for each race that accumulate throughout the season. These points are calculated for each rider division to determine the winners of the race season. These winners are then recognized at the End-of-Season Awards Ceremony held each fall.

In order for a rider to participate in the H.P.M.A. sanctioned races, he/she must be a member of H.P.M.A. either by Season Membership or Day Pass (a temporary one-day membership). Day pass members are **NOT** awarded year end points and are **NOT** eligible for end of season awards.

**Table of Contents**

Section	I:	Rider
Regulations.....		
.....Page 5		

Membership

Rider Classification/ Class Exceptions

Section II:  
Identification.....Page 6

Numbers and Number Plates

Miscellaneous Class Rules

Section III: Equipment  
Regulations.....Page 7

Section IV: Bike and Rider  
Specifications.....Page 7

Section V: Race  
Regulations.....Page 8

Race Day Schedule

Practice Order and Time

Race Order

Qualifiers

Length of Moto

Rider On Track Responsibilities

Points and Paybacks

Rider Gear Requirements

Flags

Section VI: Track Rules and  
Responsibilities.....Page 12

Host Track Responsibilities

H.P.M.A. Responsibilities

Section VII: Grounds  
Disqualification.....Page 13

No Tolerance Policy Rules Enforced

Yellow Flag Rule

Section VIII: Suspension and Loss of H.P.M.A.  
Membership.....Page 14

Section IX:  
Protests.....Page 15

Section X: Point  
Schedule.....Page 15

Section XI: Advanced Mark-Up  
System.....Page 16

Race Day Awards

Section XII: Awards					
Banquet.....					
.....Page 18					
Section XIII: Scheduling / Promoters					
Meeting.....					Page 18
Section XIV: Payback					
Schedule.....					
.Page 20					
Section XV: Supplemental Rules for Combination					
Races.....					Page 21
	H.P.M.A.				2023
	Schedule.....				
	Page 22				
	H.P.M.A.				Track
Directory.....					Page 23

## Section I: Rider Regulations

### A. Membership

1. **All riders** must be current members of H.P.M.A. either by yearly membership or day pass. To compete, all members must be in good standing with H.P.M.A.
2. **Yearly Membership:** H.P.M.A. membership application including liability release must be filled out completely and legibly by all yearly members prior to the first H.P.M.A. sanctioned event in which he or she participates.
3. **Yearly Membership Fee:** The yearly membership fee (or membership dues for current members) shall be \$55.00. A discounted fee of \$35.00 is assessed to those who pay on or between March 1 and April 15<sup>th</sup> of the year.
4. **Day Pass Membership:** H.P.M.A. membership application including liability release must be filled out completely and legibly prior to every H.P.M.A. race in which he or she participates. Memberships are valid only for the day of the event and will expire at the conclusion of the event.
5. **Day Pass Membership Fee:** Day Pass memberships will be available at all H.P.M.A. events for \$15.00. The fee collected for temporary membership does not apply in any way toward a yearly membership nor does the rider collect year end points. (See Supplemental rules on page 20 for Combination Race day pass fees)
6. **Bad Check Rule:** Any party responsible for writing a bad check to H.P.M.A. a race promoter or club, will be notified as soon as possible by either the H.P.M.A. Treasurer or an officer of the club that received the check. The responsible party will have until the next race after notification to make the check good or the rider will not be permitted to race and will lose points for the race participated in the day the bad check was received. A warning list will be prepared and updated for track promoters to identify parties responsible for bad checks. Names will be removed when checks are made good. Year-end awards will not be given out if a rider has an outstanding check. Any racers who has outstanding checks from the previous year will not be allowed to obtain an H.P.M.A. membership, or race until the bad check is taken care of.

**Day Pass Temporary Membership** - (valid one race day only) - \$15 (Combo Race Days - \$20)

**H.P.M.A. Board Members:** Exempt from gate fees and compensated one class per race by the H.P.M.A. **Board member must be present to be valid.**

**H.P.M.A. Referee:** Fee of \$100 a day will be paid by host club. A referee will be on duty at most races. In his absence a designated Board Member will serve as race referee. This is to ensure consistency in rule enforcement and to assist club promoters on race day.

### **B. Rider Classification**

- 1. A (ADVANCED) CLASS:** Highest classification. Riders who race as Pro, Expert, A, Money, or highest advanced class. (Placement in the Advanced class will be determined by individual skill within the HPMA or other local series, mark-ups within the HPMA series, or riding a Pro/Advanced class in another series).
- 2. B (AMATEUR) CLASS:** Rider classification preceding A rider. Amateur riders who have more than one year racing experience, who have not raced as Pro, Expert, A, Pro-Am with any other organizations, or who races in C class from another circuit that are looking to maintain their class.
- 3. C (NOVICE/BEGINNER) CLASS:** Rider classification preceding B rider. Beginner riders who have less than one year racing experience.

### **C. Class Exceptions**

- 1. ABSENT RIDERS:** Riders who have not raced for one or more years may request to be dropped to a lower class. (A to B only), **REQUESTS SHOULD BE MADE AND APPROVED THROUGH AN H.P.M.A. OFFICIAL PRIOR TO RACING THE LOWER CLASS!**
- 2. 85 RIDERS:** Riders who have raced 85A for a season, or who marked up to 85A during a race season, who move up to 250/450 classes are not allowed to enter those divisions in the "C" class.
- 3. 250 & 450 RIDERS:** Riders in the 250 or 450 classes will be required to stay in the same class in 250 and 450. Vet riders are not subject to this rule.
- 4. DOMINATE RIDERS:** Riders who dominate a class for several events (example racing "C" class and ending up in "B" pack, posting same lap time as next class up, etc.) may be moved up to a higher class. Likewise, a rider who is under qualified in a class, causing a hazard for faster riders, may be moved down to a lower class. These decisions will be made and enforced by the H.P.M.A. referee or other official. If you believe you need to be moved to a higher or lower class, please discuss this with an official.

## **Section II: IDENTIFICATION**

### **A. NUMBERS AND NUMBER PLATES**

- 1.** All numbers must be at least 5" high (except pee wee bikes). The numbers must be of standard, block style lettering (no outlines). Absolutely no scroll type, only wide legible numbers will be allowed. Also not allowed are numbers over lapping numbers and numbers which are outlines only. Numbers will be all one size and placed straight across the numbers plates. Numbers only on number plates. Any number plates which the official finds to be non-readable must be corrected before that machine is allowed to race. All jerseys or chest protectors must have the same number on the back that is on the cycle if worn.
- 2.** Riders must have three (3) number plates attached to their machine before they are eligible to participate and receive points for that event.
- 3.** No Rider will be allowed the number 666, whether member or day passer, due to the controversy of the number.
- 4.** Riders will be asked to comply with the following color system for displaying numbers on their bikes:
  - **A Class:** Black numbers on white background.
  - **B Class:** Black numbers on yellow background, no fluorescent yellow or green backgrounds.
  - **C Class:** White numbers on a black background.
  - **Pee Wee A:** Black numbers on a white background.
  - **Pee Wee B, C, Beginner:** Black numbers on a white background.

- **Women's:** White numbers on a black background.
- **+40 Open:** Riders racing two divisions at different skill levels must have backgrounds matched to the other class in which they are racing. (Example +40 riders also racing Vet B will have yellow backgrounds).

### **B. Miscellaneous Class Rules**

1. Sponsoring clubs can offer **ONE** additional class i.e. Quad Racing Class at their event, but H.P.M.A. points will not be awarded. The sponsoring club will determine if this is for trophy or money back.
2. A rider must ride the correct bike size, (cc) and tire size for the designated class. Minis will not be permitted in the 250 classes.
3. At least three riders are necessary to constitute a class; otherwise those riders will be combined, if possible, with another class. These racers will be scored separately for year end points. The individual club holding that day's event and HPMA officials will determine combined classes.
4. A rider may ride different bikes in separate moto's, but cannot ride different bikes in the same moto. Each bike is subject to the equipment regulations stated herein.
5. If a rider is down and requires ambulance attendance, the rider may not restart or finish that moto. If the rider is transported off the property by ambulance, the rider cannot continue racing that day. If it is a two-day race, the rider must be released by the doctor for the next day's race.

## **Section III: EQUIPMENT REGULATIONS**

All riders must comply with the rules regulating the required equipment and must be able to pass a technical inspection.

1. **Number Plates:** Number plates (3 required) must be securely attached to the machine and must be readable as determined by the club referee. Number plates must be attached to the front of the bike, and one on each side.
2. **Levers:** All levers must have rounded edges.
3. **Brakes:** Both front and rear brakes must be operable.
4. **Modifications:** Any welding or modification to the frame, handlebars, seat, tank or any other part of the machine, must have been done in such a way that the bike operations safely and in a dependable manner.
5. **Fenders:** Fenders are mandatory and must be securely mounted.
6. **Gas Tanks:** Gas tanks must be securely mounted. No leaks in the tank or fittings, and no makeshift or temporary repairs will be permitted. Gas caps must be fastened securely.
7. **Exhaust Systems:** Silencers are required. An exhaust system silencer must be securely attached and have no broken mounts. Must be packed and reasonably quiet.
8. **Tires:** No studs, screws, or chains are allowed on tires. Tires may not have breaks or cuts in sidewalls. No training wheels.
9. **Foot Pegs:** Foot pegs must fold freely for safety.
10. **Handlebars:** Grips must fully cover the ends of the bar.
11. **Kick Stands:** Kickstands must be removed unless welded on at the factory and must be in the UP position during races.
12. **Safety Requirements:** Any machine that does not meet safety regulations, or deemed unsafe by officials shall not be allowed to race until repaired and re-inspected.
13. **Nitrous:** No bike will be allowed to have Nitrous Oxide Systems.

## **Section IV: BIKE, CLASS AND RIDER SPECIFICATIONS**

**Effective Age:** Age on January 1<sup>st</sup> of the current H.P.M.A. racing season.

A rider must not be older than the maximum age limit, or younger than the minimum age limit, on January 1<sup>st</sup> in order to compete in a specific class for that current racing season. Exceptions are Vet and 40 + riders, who can enter those classes on the day of their birthday with proof of age (i.e. driver's license or birth certificate).

A. Bike classification coordinators and or the H.P.M.A. competition committee reserve the right to make final decisions on whether a bike or rider is allowed or dis-allowed in a class for an event.

**Pee Wee A:** Competitive Liquid Cooled 50 cc maximum or similar hp ratings, 12 inch wheels, riders through age 9. This class will **NOT** be eligible for Mini Non-Comp or Pee Wee track classes. (formally 50 expert)

**Pee Wee Open:** Eligible riders will be any 50 cc riders from age 4-9 years. Pee wee A, B, are eligible for this class. Riders are NOT eligible for 65 cc, or Mini Non Comp. This class is run on the main track.

**Pee Wee B/C:** 50 cc or less liquid and air-cooled bikes up to 12 inch wheels. Pee wee B riders are eligible for Pee Wee Open but **NOT** eligible for Pee Wee A. Riders from 4-9 years. No training wheels.

**Pee Wee Beginner:** First year racers ONLY, air cooled, recreational, 50 cc or less bikes, 10 inch wheels, rider age 4-9. Pee wee beginner riders are not eligible for Pee Wee A, 65cc, Mini Non Comp or Pee Wee Open. No training wheels. No electric bikes allowed in beginner class unless authorized by the raceday official.

**Mini Non-Competitive:** 110 cc or less non-competitive, recreational, air-cools mini bikes only with similar hp ratings. Riders ages 6-12. Stock wheel sizes. 65, 85 and pee wee bikes not eligible for this class. Mini Non Comp riders are NOT eligible for pee wee classes, 65 or 85 classes. This class will be run on the main track unless it is determined by the Pee Wee Track coordinator or other H.P.M.A. official that the class can be run on the pee wee track.

**65 Open:** Eligible riders will be any 65 A/B/C riders from 6-11 years with the same bike requirements.

**65 A/B/C:** 65cc, 2 stroke or air cooled 4 stroke 110cc maximum, wheel limit 16 inches front and 12 inches rear. Riders age 6-11 years. Not eligible for Mini Non-Comp or Pee Wee classes. No 50cc bikes permitted in this class.

**85 A/B/C:** 85cc, 2 stroke or 4 stroke up to 150 cc. Wheel limits 17 inch front and 14 inch rear, 19 and 16 inch BIG WHEELS must be STOCK FROM THE MANUFACTURER or otherwise approved by race day referee. Riders through 16 years of age. 250 A/450 A riders not eligible for this class. 85 A riders eligible for 450 C at HPMA referee's discretion but otherwise must move up to 250B (See Section 1-C). No 65 bikes permitted in this class.

**Super Mini:** Max engine displacement including overbore 112cc, 2 strokes or 150cc 4 strokes. Wheel limits: 19 inches front and 16 inch rear. Riders through age 16 (Non Pro). Wheel base cannot exceed 56 inches from axle to axle. 65 cc bikes not legal in this class.

**250 A/B/C:** 2 stroke 125cc minimum to 250 cc maximum. 4 stroke 126cc minimum to 250 cc maximum. 21 inch front and 19 inch rear wheel.

**450 A/B/C:** 2 stroke 250cc. 4 strokes 126 cc minimum to 450cc maximum. 21 inch front and 19 inch rear wheel.

**School Boy:** 250 Class eligible bikes, Open Class, Ages 12-17 (A class or advanced riders not permitted in this class). Minimum wheelbase of 53 inches. Mini Bikes, big wheel CRF150s, and big wheel 85s ARE NOT ALLOWED. A true Supermini (factory 112cc 2-stroke) is allowed upon raceday official approval.



**Open Amateur:** 250 Class bikes & up. 250 / 450 B&C Riders. 21 inch front and 19 inch rear wheel. No "A" Class Riders. Trophy class only.

**Open Outlaw:** 250 Class bikes and up. Age 12 and up. No "C" Class Riders. "B" Class riders may lose their eligibility as an amateur in other circuits if entering this class. (100% entry fee pays back class, no rider division). **A & B Riders Only.**

**Vet A/B/C:** Age 30 and older, same bike specifications as Open Outlaw (full entry fee payback for "A" Class only). Actual age on race day is the effective age for the class entry.

**Women's B:** Women must be age 9 and older. Legal bikes for this class are 85cc class bikes and larger. Women are eligible to race all big bike classes.

**Women's C:** Women must be age 9 and older. Legal bikes for this class are 65cc class bikes and larger. Women are eligible to race all big bike classes in C only.

**Open 2 Stroke Class:** Any 125cc or higher stock 2 stroke bikes allowed. Open to any A, B, or C class riders. This will be a TROPHY class only.

### ***Section V: Race Regulations***

1. Riders must practice in his or her appropriate class (Example "A" and "B" riders will practice in the "A" and "B" practice, "C" with "C", etc.) No "A" rider will be allowed in "B" or "C" practice, and no "C" rider will be allowed in "A" or "B" practice. This rule is for safety and to keep practice time fair for everyone. **There will be NO tolerance for ignoring rules, including bike failures!**
  2. If there are no late registrations or mechanical delays, there will be no last chance practice. Late riders will be cleared by the H.P.M.A race referee, and only those riders will be eligible for the last chance practice. Exceptions might include flat tires, broken chains, bike failure. The H.P.M.A. referee must be contacted and given the reason for needing the last chance practice before an exception can be made.
  3. Riders caught sneaking in an extra practice, or riding in a wrong practice, will be penalized with a backwards start for both moto's of the day. A second offense will be no points or awards for the day.
  4. Riders must start practice from the gate. Riders will not be allowed to jump on the track just anywhere they feel like it. Riders who start practice from anywhere other than the start area will be docked one lap in the first moto. This is for safety reasons!
  5. Parent/ Guardian is required to be present at the Pee Wee track for practice and races. Pee Wee riders may only practice during scheduled Pee Wee practice; if caught practicing at any other time Pee Wee rider will be started backwards. Second offense the rider will not race. **THERE WILL BE NO FREE RIDING ON THE PEE WEE TRACK! AFTER PRACTICE AND RACING THE PEE WEE TRACK IS CLOSED!**
- A. Sign-up is over at 7:30 am. Anyone arriving after that time may not be allowed to race.

**Race Day Schedule (See Supplemental Rules for Combination Races on page 20 for changes in times on combined race days)**

<b>Sign-up:</b>	<b>Ends at start of riders meeting</b>
<b>Practice Begins:</b>	<b>7:30 am</b>
<b>Riders Meeting:</b>	<b>Immediately following practice</b>

Last Chance Practice: (if needed)

Race Starts: Immediately following Riders meeting

Evening Sign Up: 6:00 pm – 7:00 pm

**B. Practice Order and Time**

All A & B 250 and 450 Bike Riders – 10 minutes

All C 250 and 450 Bike Riders – 10 minutes

All 85/Supermini's– 10 minutes

All 65cc Riders, All Women's Riders– 10 minutes

Pee Wee A, Pee Wee Open, Mini Non-Comp – 10 minutes

(Pee Wee Open Riders if Track is being cut or changed)

Last Chance Practice – 2 laps

Pee Wee B/C – TBD by Pee Wee Track Coordinator

Pee Wee Beginner – TBD by Pee Wee Track Coordinator

Pee Wee Last Chance – TBD by Pee Wee Track Coordinator

**C. Race Order: A & B schedules will alternate between race events. Check race schedule on race day for changes or combinations. Schedule B is the reverse of A schedule.**

<b><i>A Schedule</i></b>	<b><i>B Schedule</i></b>
Open Outlaw	450 C
2 Stroke Open	450 B
Schoolboy	450 A
Women's B, C	Pee Wee A / Mini Non-Comp
65 A	85 C
65 B	85 B
65 C	85 A
40 +	Vet C
250 A	Vet B
250 B	Vet A
250 C	65 Open
Pee Wee Open	Open Amateur
Supermini	Supermini
Open Amateur	Pee Wee Open
65 Open	250 C
Vet A	250 B
Vet B	250 A
Vet C	40 +

85 A	65 C
85 B	65 B
85 C	65 A
Pee Wee A /Mini Non-Comp	Women's C, B
450 A	Schoolboy
450 B	2 Stroke Open
450 C	Open Outlaw
Intermission / Pee Wee Race Starts	Intermission / Pee Wee Race Starts
Pee Wee B	Pee Wee Beginner
Pee Wee C	Pee Wee C
Pee Wee Beginner	Pee Wee B
2 <sup>nd</sup> Moto (repeat order)	

H.P.M.A. Officials may combine classes with limited entries and will have stagger starts.

All 250/450 riders will be allowed at least one sight lap after intermission if changes are made to the track. It is at the discretion of the hosting track and an H.P.M.A. official to determine if there needs to be additional site laps.

**D. Qualifiers:**

Qualifiers will be run for classes too large to fit on the starting gate. Class size will determine the number of riders who will race in each 2<sup>nd</sup> Moto. Second Moto gate position will be determined by alternating between riders of the two heats according to their finishing position, best to worst. The top 9 in each heat will TRANSFER. All other racers will race LCQ and the top two will go to the main. Riders will be scored by a 2 Moto format.

**E. Length of Moto's:**

Lap times subject to change depending on the track. The number of laps of all Class moto's will be determined by the host track promoters or referee and will depend on track length and conditions. A typical race is approximately 5 laps. Riders are responsible to be aware of the white and checkered flag regardless of number of laps!

1. When classes are combined; There will be two gate drops, the lower classes MUST sit off the starting line for the 2<sup>nd</sup> drop. Penalty will be a docked lap if you start with wrong class and do not return to the start gate.
2. If time is tight during the race day, moto's may be cut short. However, whatever laps are shaved off must be done equally and consistently to all races in all classes. (Example: second moto's may be shortened by one lap, providing this reduced lap is consistently applied throughout the complete race order of classes).
3. If for any reason a moto must be stopped, it will be considered complete if over 50% of the time is elapsed or half of the laps have been completed.
4. If the H.P.M.A. Officials determine that the race track is not safe for the riders, or the area is unsafe for anyone due to acts of nature, then the day's events may be cancelled. The host club will have the option to reschedule the cancelled race, unless 50% of the program has been run in which case final points and positions will be awarded based on moto 1 finishes.

**F. Rider On Track Responsibilities**

1. A lapped rider must maintain his line and be courteous to passing traffic. Failure to do so may result in disqualification.
2. A lapped rider will get a checkered flag after the leader, but will be placed in the proper finishing order.
3. A rider getting caught up in an individual falling gate has already been penalized by having to get unstuck. There will be no restart. However, if a rider jumps the start and has the gate laying on the ground forward he will be docked one lap. Rider caught creeping the gate will be docked one lap.
4. **Riders who plan to roll the jumps on the course and not take air must stay to the extreme outside of the track and get out of the main line.**
5. Riders who race in a different class other than the one he signed up for at the beginning of the season, forfeits any points earned. (Example: A rider who races 250B one week and 250A the next week, then decided he likes 250B better and goes back down to the B class, will lose all points in both classes). Officials will not be responsible for any occurrence of back-to-back moto's. Any rider riding in back-to-back or two riders sharing one bike will have a short two-minute delay to get to the line. No prolonged delay of the next moto will be allowed. The racer of any back-to-back moto's must notify starting gate officials.
6. There will be no restarts allowed from wrecks off the starting line. However, the H.P.M.A. Officials or Referee may call a restart for a false start or a mechanical failure of the gate.
7. **Riders and or parents/friends are not allowed to prep beyond the starting pad.**

#### G. Points and Paybacks

1. Trophies will be awarded to the **top Three (3)** riders in all classes except in Vet A, 450 A, 250 A, 40+ and Open Outlaw classes.
2. **Top Five (5)** riders to be awarded to all Pee Wee Classes.
3. Payback for the A division riders, 40+ and Open Outlaw, will be awarded according to the following schedule. 100% of the entry fees for each class will be paid back based on the overall finish. (See Payback Schedule on Pg. 19)
4. If a Race Program is cancelled after half the program is run, racers with only one moto finish will be awarded points earned only for that moto. Double points will not be allowed.

#### H. Rider Gear Requirements

1. **Helmets:** Must be a DOT full coverage or full-face coverage, covering the base of the skull. Helmets must be worn at all times while competing in a sanctioned event.
2. **Boots:** Sturdy protective boots must be worn that cover the ankle. No rubber boots or tennis shoes will be allowed.
3. **Eye Protection:** Racers in all events must wear shatterproof eye protection.
4. **Other Recommended Gear:** Protective pants, gloves, long shirts that can be tucked in with full-length sleeves, knee braces, chest protectors, elbow guards, and neck brace.

#### I. Flags

1. **Green:** Start of race.
2. **White:** One lap to go until finish. This is a curtesy flag. Not all racers may see the white flag. All racers are to race to the checkered flag which ends the race.
3. **Yellow:** Caution. When the yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag. When displayed there is no passing or gaining an advantage and jumps must be rolled between the flag and the incident that caused the yellow flag. (See Section VII-B)
4. **Black:** Disqualification of rider. The rider must report to the referee or track official at once.

5. **Blue:** (If available) Indicates an approaching faster rider. Hold your line and don't impede their progress.
6. **White and Red Cross:** Indicates that ambulances, safety vehicles, or emergency personnel may be on the course. Competitors must show extreme caution, slow down, maintain position, not gain advantage, and the wheels of the motorcycle must not leave the ground between the flag and the incident. Failure to do so may result in a one lap penalty or disqualification, subject to the referee's discretion.
7. **Red:** Stopping of the race for any emergency situation. Return cautiously to the starting line and wait for instructions.
8. **Black/White Checkered:** End of Race.
9. **Orange:** Watering truck, proceed with caution.

## ***Section VI: Track Rules and Responsibilities***

### **A. Host Track Responsibilities**

1. Provide adequate ambulance service. Ambulance and personnel must be present before practice can begin and remain during all moto's. Verification 48 hours before race day.
2. Will provide minimum 30 man gate 40 maximum man gate and 20 rider pee wee gate. Both will consist of functional, backwards falling gates. In the event a Pee Wee gate is unavailable, an alternate method may be used as approved by HPMA officials.
3. Provide all entry gate and sign-up personnel, start and finish-line flaggers, an appropriate number of trained track flaggers, a minimum of two trained scorekeepers and lap counters (minimum of 2 people), a result runner, announcer and award presenters.
4. Flaggers must oversee all blind corners and hazardous sections. Flaggers be at least 16 years of age and competent in the following responsibilities listed in order of importance:
  - Protect the rider at all times
  - Flags to be used appropriately
  - No sleeping, no talking on the phone, no texting while riders are on the track
5. Command the safety of riders and spectators and abide by the rules set forth by the HPMA.
6. Command Fair Play.
7. Command Adequate Track Conditions.
8. Motocross events will be scored by the Race Ready System. The computer and printer will be supplied by the HPMA.
9. Day Pass Membership, Race Entry and race day schedules can be found at [www.hpma.org](http://www.hpma.org).
10. Each club will be responsible for acknowledging receipt of the Promoters Packet and Pre-Race checklist as well as reviewing and understanding the contents of this packet. This will be provided at the Promoters Meeting in January and also available online at [www.hpma.org](http://www.hpma.org).

### **The Race Referee and/or Hosting Club Official will have a flagger meeting 15 minutes prior to the riders' meeting.**

11. Each track will designate a Pit Board Area. Only one person with a pit board per riders will be allowed to enter the designated area. **Spectators must stay off the track at all times.**
12. All clubs will pay out pro classes and other payback classes according to the schedules given in this book.
13. **Safe Jump Rule:** All Hosting tracks must make all obstacles in accordance with H.P.M.A. guidelines. H.P.M.A. reserves the right to have the hosting club remove any obstacle they deem unsafe, unreasonable or just plain stupid. If hosting club refuses to comply with H.P.M.A. decision their race will be cancelled. H.P.M.A. Officials will have a pre-track inspection the night before the race.
14. Hosting clubs will be responsible to pay H.P.M.A. and personnel the following: Race sanctioning fee of \$200 per event. Referee fee \$100, Points Keeper \$150, Pee Wee Scorekeeping (if not provided) \$25.

H.P.M.A. requires a \$100-dollar non-refundable down payment to schedule hosting clubs' race, this will be due NO LATER than April 1<sup>st</sup>, 2023. This payment will be used towards the race day sanction fee. Refunds will only be given if cancellation is due to weather or other unforeseeable natural acts.

15. Hosting clubs will be responsible to pay race personnel fees (announcers, scorekeepers, lap counters, flaggers, gate crew, etc.) under their own terms.

#### **B. H.P.M.A. Responsibilities**

1. H.P.M.A. Membership Forms, Race Entry forms, Race Day Schedules and a current Membership Roster will be provided to clubs prior to races. All riders must be current season or day pass members of H.P.M.A. in order to participate. Membership forms must be completed by day pass riders and all others obtaining a membership before the race. Membership forms are also found online at [www.hpmaWy.net](http://www.hpmaWy.net).
2. The H.P.M.A. Membership Officer and or other H.P.M.A. representative will be responsible for collecting appropriate fees for membership and one-day passes. This will require a current membership roster to validate H.P.M.A. Membership.
3. The HPMA Race Day Referee or (other designated personnel in the Referee's absence) will monitor race day activity and settle all disputes on the track.
4. The HPMA will provide the hosting track with the Promoters Packet and Pre-Race checklist prior to the sanctioned event.

### ***Section VII: Grounds Disqualification***

#### **A. Rules That Will Be Enforced With A No Tolerance Policy**

- **No rider shall at any time ride or act in such a manner as to endanger life or limb of other riders, officials, spectators, or the public.**
  - **Any verbal harassment, abusive and violent disagreement with any race official by either a rider, anyone associated with rider, foul riding or Un sportsman like conduct on or off the track is grounds for potential temporary or permanent disqualification from current or future H.P.M.A. sanctioned races, or a penalty determined by the track officials. H.P.M.A. Officials reserve the right to immediately disqualify racers, or parents if there are concerns with behavior.** Parents or riders on 4-wheelers and pit bikes must adhere to the slow pit riding rule and helmet rule of the track visiting.
  - **Penalties and/or disqualifications from participation in races does not directly correspond with H.P.M.A. membership status, however, penalties and/or disqualifications from participation in races may cause H.P.M.A. members to be suspended or expelled from H.P.M.A. pursuant to the *Bylaws of the High Plains Motocross Association, Incorporated Article 3, Section 6.***
1. Riders must follow helmet rules set forth by the hosting track rules in the pits **THIS IS NON NEGOTIABLE AND WILL BE HEAVILY ENFORCED AT ALL SANCTIONED EVENTS!**
  2. NO DOUBLE RIDING.
  3. A rider caught speeding in the pits at the end of the day, after finishing all moto's, will have the penalty accessed the next race.
  4. Riders are responsible for what happens with their bikes. If a racer loans a bike to another person, regardless of who it is (Example: parent, friend, brother, etc.) and this person is caught speeding in the pits, the bike number will be recorded and the registered rider will receive the penalty.
  5. Riders who do not follow the hosting clubs' rules.
  6. Excessive or intentional bumping, crowding, chopping, blockings, or other un-sportsman like behavior on the track.

7. Interference with race officials who are carrying out their duties. Race officials include: H.P.M.A. Board Members, scorers, lap counters, the official referee, starting gate crew and other track personnel.
8. After leaving the track for any reason, a racer must re-enter at a reasonable and safe point from the exit area without gaining position.
9. Riders are responsible for the conduct of their parents, family members, pit crew or any other associates and will be penalized for the inappropriate behavior of these individuals.
10. Any riders, parents, or spectators that go under the ropes in designated spectator areas and onto the infield track or crossing the track during the day's event. Parents who break this rule will have the penalty placed on their child.
11. No loose dogs allowed. H.P.M.A. and the host club reserve the right to call local Animal control for any reason. All animals must be on a leash.
- 12. Roll first lap jumps at practice. Penalty to board discretion.**
- 13. Use of Drugs or Alcoholic beverages by a competitor prior to or during an event is grounds for disqualification.**

#### **B. Yellow Flag Rule**

- 1. Failure of the rider to yield to a yellow flag will result in a one lap penalty.**
2. No rider may pass or gain on another rider in the area that a yellow or (ambulance) flag is displayed.
- 3. Riders are expected to roll out obstacles and not take air.**
- 4. Riders will pass the area of the yellow flag in a slow cautious manner.**
5. Normal racing resumes only after the hazardous flag area has been passed and the yellow flag is no longer displayed.
6. Flagman will be equipped with pencils and paper to record the offender's number.
- 7. H.P.M.A. Officials, H.P.M.A. Referee, hosting club officials, head flagman and flagman's decisions may be determined at their discretion and decisions are final.**
- 8. Riders must maintain proper spacing through yellow flag and not gain ground on rider ahead.**

#### ***Section VIII: Behaviors Explicitly Subject to H.P.M.A. Disciplinary Action***

1. Falsification of credentials (Example: age, using an alias, etc.) Drugs or alcohol use by a racer before or during competition.
2. Un-sportsman like conduct that is deemed to be extreme, flagrant and detrimental to the sport of motorcycle competition.
3. Equipment violations (Example: engine displacement).
4. Repeated violation of the rules by a rider or parent.
5. Verbally or physically attacking an H.P.M.A. Board Member or Official; engaging in a fight on the race track or track premises prior to, during or after an H.P.M.A sanctioned race. Penalty will be 1 race to indefinite suspension.

H.P.M.A. reserves the right to suspend or terminate any membership for behaviors not listed herein, but that are inconsistent with the goals of H.P.M.A. Pursuant to **the *Bylaws of the High Plains Motocross Association, Incorporated Article 3, Section 6.***

#### ***Section IX: Protests***

1. **All protests involving rider or rule violations** must be clearly written, signed, and presented to the Race Referee & H.P.M.A. Officials accompanied by a protest fee of \$50.00. Each protest should be assigned to a single subject only. Protests must be made by H.P.M.A. members in good standing. If the protest is found to be valid, the fee will be returned. If the protest is found to be invalid, the fee will be forfeited to the person or track being protested.
  - a. **Any rider directly affected by a decision taken during a race for dangerous, unfair or fraudulent behavior, riding or act, has the right to protest against such decision, behavior or riding act.**
  - b. **A protest against the class eligibility of a rider, passenger, team or motorcycle entered should be made before the start of the official practice.**
  - c. **NO protest can be lodged against a statement of fact pronounced by the Referee or Official during the race or timed practice.**
  - d. **The referee or official must accept any protest that is properly made with the appropriate fee. A protest cannot be withdrawn without permission from of the referee.**
2. Any dispute over finishing position must be made on race day; no more than 30 minutes after results have been posted, to the sponsoring club or H.P.M.A. Official; who will notify the race score keepers / lap counters. No dispute should be brought directly to scorekeepers, or the protesting individual will be disregarded. No Fee.
3. If a protest is lodged against a rider regarding age, proof of age must be submitted to settle the dispute before the next point's race, or within one week, whichever occurs first. Failure to provide proof of age will result in forfeiture of the individual's season points.
4. **Tear Down Rule: Protests involving machines must be written and accompanied by a fee of \$150 cash for 2-stroke, or \$300 for 4-stroke.** Protests must be well substantiated to justify these procedures. Protests appearing to be motivated by malicious intent will be disregarded. If the protest is found to be unjustified, the protesting party must assume all mechanic fees and the protest fee will be forfeited. If the objection is determined to be valid, the protest fee will be refunded to the protester, and the offender will assume teardown expenses. A racer found to be in violation with a cheater bike will be suspended from H.P.M.A. for the season.
  - a. The referee may allow a protested rider or machine to compete under protest if ample time is not allowed for teardown, in such cases payment of all affected points and awards will be withheld pending a decision on the protest.
  - b. Both parties must remain on premises during the teardown and inspection until released by the referee.
5. **Protesting Season Points** – Race points are available at every race. Any discrepancies in points must be reported no more than one race after questioned race. Points will be posted on the H.P.M.A. web site as soon as possible no later than one week after race date.

### ***Section X: Point Schedule***

1. All H.P.M.A. Points Races will be for Amateur and Pro points for year-end awards.
2. Points are awarded for each moto and are added together. If there is a tie for points, the last moto will be used as a tiebreaker or the rider with the better moto finishes will win. Ties for year-end points will also be broken by the final moto placement of each rider.
3. In order to receive points, the rider must complete one full lap in at least one moto of their class.
4. No points will be issued for day pass riders. H.P.M.A. members will acquire points according to their actual place irrespective of the position of a day pass rider.
5. Points will accumulate from the time the Annual Membership was purchased.



6. **Moto Drop:** There will no longer be moto drops. All races scored however must attend 8 scored races to qualify for yearend awards.

<b>H.P.M.A. Points Schedule</b>	
<b>Finishing Position</b>	<b>Points/Moto</b>
1	25
2	22
3	20
4	18
5	16
6	15
7	14
8	13
9	12
10	11
11	10
12	9
13	8
14	7
15	6
16	5
17	4
18	3
19	2
20	1
Every rider after 20 <sup>th</sup> place will receive one (1) point.	

### **Section XI: Advancement Mark-Up System**

Advancement by the Mark-up system is a way of moving riders in “B” and “C” classes up to an appropriate class and skill level based on a racers finished during the season, rather than the number of points accumulated at year end. Mark-ups shall coincide with other race organizations such as TriState and SDMA. Riders are moved according to their ability and success, rather than the number of races participated in. Riders are responsible for monitoring their own markup points and advancing to the next class at the appropriate time. HPMa officials are not responsible for “missed” mark ups and points will NOT be adjusted to accommodate a missed mark up.

1. Riders in all “C” classes will be required to move up to the “B” class after earning 50 mark up points or five (5) first place moto finishes.
2. Riders in all “B” classes will be required to move up to the “A” class after earning 70 mark up points or seven (7) first place moto finishes.
3. Riders between the ages of 12 and 16 who race 250 or 450 classes cannot be forced into the “A” class, unless they choose to regardless of how many mark-up points they accumulate. These riders may lose their amateur status as AMA and NMA no longer recognized sportsman’s classes. However, the year-end awards will still be

based upon points earned in the higher class of other riders who advance, therefore if a rider under 16 chooses not to advance they may lose positions for year-end awards.

4. How well a rider finishes in each moto of competition will determine the number of mark-up points acquired. Mark up points are awarded to the top 7 places in all "B" and "C" classes.
5. Mark up points will only be awarded if there are more than **7 riders** present in the class for all classes. This is to ensure riders are not pre-maturely marking up due to low class numbers.
6. Schedule of Mark-up Points per **RACE**:
  - 1<sup>st</sup> place 10 points
  - 2<sup>nd</sup> place 7 points
  - 3<sup>rd</sup> place 5 points
  - 4<sup>th</sup> place 3 points
  - 5<sup>th</sup> place 1 points
7. After each race, points will be added together. When racers have accumulated the required number of mark-up points, they will be moved up to the next class. This can happen anytime during the race season.
8. Riders who mark up the race prior to the Championship Race will be allowed to remain in their current class at the Championship Race, but will have to race higher class next year. Rider will no longer accumulate points in the lower class, but placement will be in the lower class.
9. Riders who mark up to a higher class will start earning H.P.M.A. race points in that level according to their moto finishes in the more advanced class.
10. The advanced rider who acquires the most points in the higher class at year end will be the champion for the lower class from which he marked up. The rider who acquires the second most race points in the advanced class will be the second place year-end finisher, etc.
11. If no other rider's mark up to the next class, they will finish according to the accumulated H.P.M.A. race points earned in the lower class. (Example: If two riders mark up from 250C to 250B, they will be the 1<sup>st</sup> and 2<sup>nd</sup> place winners for year-end trophies in the "C" class, with their position dependent on who has the most race points earned by "B" class finishes. Then the top three race point leaders in the 250C will be 3<sup>rd</sup>, 4<sup>th</sup>, & 5<sup>th</sup> for year-end awards.)
12. Racers who mark up to a more advanced class will be eligible for year-end awards only in the lower class they marked out of.
13. Riders cannot move themselves up during the season to start acquiring the points in the higher class without forfeiting all points in the lower class.
14. If a rider chooses not to mark up when they have accumulated enough markup points or positions, they may remain in the lower class but will forfeit any points after markup has been reached, which may also affect year end position. The rider will be required to ride the higher class the next season.
15. **Moto Drops:** There is no longer moto drops. All races are scored.
16. If two riders mark out of a class at the same time, the rider with the most points accumulated in the lower class will be awarded the difference in points to carry over to the higher class. (Example: Both riders mark up at the 10<sup>th</sup> race of the season, and one rider has 56 mark up points, and the other has 51. The rider with 56 points will be allowed 5 points to carry over when moving up to the next class. This policy is to ensure proper placement in the advanced class).
17. Mini Riders who race two different size bikes in different skill levels will be able to markup separately from each class. (Example: If a rider who races both 85B and 250C gets marked up to 85A, he will still be able to race the 250C class until the end of the season or until he marks up to the 250B class. The following year, he will be required to race 250B as he will be a legitimate 85A rider. (The same scenario applies to all 65 cc riders who also ride the 85 cc class).

18. Riders who race both 250 and 450 classes can mark-up separately in each class. (Example: A rider who marks out of 250C to 250B, may continue to race the 450C class until they mark up to the 450B class. Riders will have to race the higher class in both the following year).
19. Mark ups will not be carried over from season end to the following year.
- 20. Day pass riders are subject to a move up during the race day if it is obvious that they are racing in a class that is below their ability level, or if there is a clear cut case of sandbagging going on.**
21. Racers who attend just a few races but acquire a high number of move-up points may be advanced to the next class. (Example: A rider who hits four races but is competitive with racers, who marked up previously during the season, will also be moved up).
22. The H.P.M.A. Mark-Up Committee reserves the right to advance any rider at any time if the rider is outperforming the rest of the competition in a particular class. The Committee may also move a rider down if he/she is not competitive at that level or is creating a hazard for other riders. The Committee reserves the right to make final decisions on all disputes concerning rider classification and move up timing. The Committee's decision will be carefully considered and will be final. Forfeiture of points is automatic.
23. Number 23: All "B" series class winners can stay in their class for one "Championship Season" after winning their series. After that season they will need to move up to "A". This does NOT include 250B, 450B, or Vet B classes. If a rider is deemed unsafe or unable to ride in the upper class a referee may make the determination to allow the rider to remain in the lower class.
24. All "C" class series riders from the previous year must advance one level from the class they won at the end of the year, even if they did not mark out during that year, and those riders cannot compete in the class they just won. If any rider feels they cannot safely move to a "B" class, discuss with the referee or HPMA official, final determination of class placement will be made by an HPMA official. Women riders may remain in a C class unless determined to be dominating the class.
25. Any "C" class rider who dominates in his field but does not qualify for year end position will be required to move to the "B" class for the following season.
26. Riders who race both 65 and 85 classes may drop down one skill level from 65 to 85 or 85 to 250's.

### **Race Day Awards**

1. Awards may be issued no earlier than 30 minutes after the 2<sup>nd</sup> moto. It is up to the host club's discretion to determine when to issue awards. Riders who qualify for an award and who must leave before distribution, can make other arrangements to receive their awards. The rider must pay postage, if it has to be mailed.
2. Pee Wee class awards may be issued at the conclusion of the mini races, ½ hour after results are posted.

### **Section XII: Awards Banquet**

1. The annual awards banquet date and location will be determined by the board of the HPMA. If any club/community would like to host a banquet please coordinate with the board of the HPMA.
2. The banquet may be held in any establishment that will hold its members and family, approximately 350 to 450 people.
3. The banquet should start at 5:00 pm, Association Hour, Dinner at 6:00pm, and Awards Presentation at 7:00pm.
4. The H.P.M.A. will be responsible for paying the facility it has the banquet in.
5. The H.P.M.A. will be responsible for insurance, unless a hosting club is in effective control of the facility, in which case the hosting club will be responsible for providing insurance.
6. If Law Enforcement is required, the individual(s) involved will be responsible for all fees associated and furthermore this may become grounds for further administrative action at the discretion of the board.
7. Members will be held accountable for individual damages that may occur due to misconduct.

8. Fighting and belligerent behavior will not be tolerated and administrative action will take place at the discretion of the board.
9. Banquet Trophies:
  - a. **H.P.M.A. members must race a total of half plus one of all current season races to be eligible for the year end trophies.**
  - b. Trophies will be awarded to the top five (5) qualified riders of each class. Pro Payouts will be for Vet A, 450 A, 250 A, 40+, and Open Outlaw. H.P.M.A. Treasurer payout will be determined based on account availability and formula. (Payouts based on qualifying members in each Pro class.)
10. Rider's choice for the Big Track & Pee Wee Track receives an award voted on by all H.P.M.A. members.
11. Rider of the Year (18+), Youth Rider of the Year (10-17 years) and Pee Wee rider (9 and under) of the Year, Outstanding Sportsmanship, and Hard Luck awards are voted on by all H.P.M.A. members.
12. Track of the year should be determined by Riders who have ridden each track at least once.

### ***Section XIII: Scheduling / Promoters***

#### **Meeting**

1. This meeting is to be held in January. The date for the meeting is set by the Vice President. (Usually held the 3<sup>rd</sup> week in January) The Vice President or race promoter will call all clubs and their representatives.
2. Two representatives from each club are allowed to attend the meeting.
3. Calendar Date Requirements and or Exceptions:
  - a. No Race before the last week of April.
  - b. No Two-day race before school is out unless approved by the board.
  - c. No Race dates after Labor Day & No race dates on holidays unless approved by the board.
4. Track of the Year picks the first date they would like for their race.
5. Each club picks one date until everyone has picked, and then it starts all over. First pick will be determined by how well they did on the Track Evaluation & Race Day Performance form.
6. Only clubs that score high on the Track Evaluation will be allowed 2 Day Races. Any club that cannot deliver a quality 2 Day Race will lose their 2 Day Race Privilege. Clubs who continue to hold races that do not meet H.P.M.A. expectations will be placed on non-point race status until they meet H.P.M.A. expectations.

### ***Section XIV: Pro Payout Schedule***

#### **100% Payback Schedule (\$35 Entry Fee)**

#### **(250A, 450A, 40+, Open Outlaw & Vet A)**

-----Finishing Place-----

#Riders	\$Collected	1	2	3	4	5	6	7	8	9	10
3	90	60	30								
4	120	70	50								
5	150	73	51	26							
6	180	80	65	35							
7	210	85	68	36	21						
8	240	90	75	45	30						
9	270	96	82	54	38						
10	300	100	85	55	40	20					
11	330	106	91	61	46	26					
12	360	112	97	66	51	34					
13	390	115	99	66	51	34	25				
14	420	121	105	69	56	40	29				
15	450	127	109	76	60	45	33				
16	480	133	118	81	64	50	34				
17	510	137	119	82	65	50	34	23			
18	540	143	124	87	69	53	38	26			
19	570	150	128	90	72	56	41	33			
20	600	155	134	95	76	60	45	35			
21	630	160	140	99	80	63	48	40			
22	660	164	142	100	80	64	48	40	22		
23	690	169	147	103	83	68	50	44	26		
24	720	175	152	106	85	71	53	48	30		
25	750	180	156	110	89	75	56	45	33		
26	780	186	156	110	89	75	56	45	33		
27	810	190	160	115	92	80	59	51	38	25	
28	840	195	163	120	96	83	62	54	41	26	
29	870	201	166	123	98	86	64	56	43	33	
30	900	206	170	126	102	89	68	59	46	34	
31	930	212	172	128	104	92	71	62	49	40	
32	960	216	173	128	103	92	71	63	50	38	26
33	990	220	176	132	106	95	74	66	53	41	27
34	1020	227	179	134	108	97	77	69	55	42	32
35	1050	235	184	137	110	99	79	72	56	43	35

**Section XV: Supplemental Rules for Combination Race Days**

*It is the responsibility of the rider to read, understand and acknowledge the individual rules and regulations set out by the primary hosting club and invited clubs on the combination race days. These rule books can be found by clicking the following links:*

Tri State Dirt Riders: <https://www.tri-statedirriders.org/>

South Dakota Motocross Association: <https://southdakotamotocross.com/>

### **Section I: Time Changes**

- 1. Sign-up times will remain the same.**
- 2. Riders meeting will start at 7:30 am SHARP! Followed by practice.**

### **Section II: Fees**

- 1. Annual members representing your home circuit will not be charged additional fees on race day.**
- 2. Day Pass memberships will be available at all H.P.M.A./T.S.D.R. or H.P.M.A./S.D.M.A. events for \$20.00. The fee collected for temporary membership does not apply in any way toward a yearly membership nor does the rider collect year end points for any circuit. UNLESS OTHERWISE SPECIFIED BY THE INDIVIDUAL CIRCUIT.**
- 3. Annual memberships will be provided by the individual circuits at their regular fees.**
- 4. Gate fees will be determined by the hosting club.**

### **Section III: Scoring**

- 1. Annual members will receive points for any circuit which they hold membership with based on that individual circuits point system. They will show as "0 points" (similar to day pass points) with any circuit they do not hold current membership with, and will not receive year end points in those circuits.**
- 2. Points and positions will be awarded based on finish position for that day. ie. Gate of 10, if you are the only HPMA member and you finish 7<sup>th</sup>, you will be awarded points for 7<sup>th</sup> place while everyone else will appear as "day pass" riders in the system.**

### **Section IV: Good Standing**

- 1. It is understood that on combination race days the Sanctioning Bodies will be those of the clubs hosting the event, the race day will be officiated in combination with all clubs hosting the event. In the instance a rider or riders are not in good standing with one or more of the hosting clubs, they will not be permitted at any event co-hosted by that sanctioning body in any capacity, unless approval is met and granted in writing by ALL of the officials of each hosting club.**

### **Section V: Laps**

- 1. Number of laps may be adjusted to accommodate longer race days. Best efforts will be made to ensure maximum laps for each class.**

### **Section VI: Disputes**

- 1. Disputes should be brought to the attention of a designated official of either the hosting track, or any of the hosting clubs as outlined in each individual rule book. Disputes will be handled in a collaborative effort by all officials involved.**

**Put in section on combo races for your racers to understand if they are not in compliance with another participate in combo races club, out of deference to the club relationship, they cannot**

**H.P.M.A. Inc.**

**2023 Race Schedule**

April 29<sup>th</sup>-30<sup>th</sup> ..... Mitchell, Nebraska  
(TSDR/HPMA/SDMA)

May (13<sup>th</sup> practice) 14<sup>th</sup> .....Casper, Wyoming  
(TSDR/HPMA/SDMA)

May (19<sup>th</sup> practice) 20<sup>th</sup> .....Riverton, Wyoming

June (2<sup>nd</sup> practice) 3<sup>rd</sup>-4<sup>th</sup> ..... Rock Springs,  
Wyoming

June (16<sup>th</sup> practice) 17<sup>th</sup>-18<sup>th</sup> ..... Gillette, Wyoming  
(TSDR/HPMA/SDMA)

June 24<sup>th</sup> -25<sup>th</sup> .....Riverton, Wyoming

July ..... 8<sup>th</sup>-9<sup>th</sup>  
.....Billi  
ngs, Montana

July (14<sup>th</sup> practice) 15<sup>th</sup>-16<sup>th</sup> ..... Gillette, Wyoming  
(HPMA/SDMA)

July (29<sup>th</sup> practice) 30<sup>th</sup> .....Cheyenne,  
Wyoming (HPMA/TSDR)

August (11<sup>th</sup> practice) 12<sup>th</sup> 13<sup>th</sup> ..... Gillette, Wyoming (HPMA/TSDR)

August (25<sup>th</sup> practice) 26<sup>th</sup>-27<sup>th</sup> ..... Rock Springs, Wyoming (**CHAMPIONSHIP-Sunday will be double  
points**)

October ..... 2023  
.....  
Tentative Banquet

## **BOOMTOWN MX**

### **Casper, WY**

**Track Conditions:** Thick, heavy sand

**Elevation:** 5,140 ft.

**Track Location:** North of Casper, behind Events Center, next to Casper Speedway

#### **OFFICERS AND CONTACT PERSONS**

**President:** Jason Ledoux.....307-277-6019

#### **Lodging Information:**

Parkway Plaza..... 307-235-1777

Days Inn.....307-234-1159

Holiday Inn.....307-235-2531

Radisson Inn.....307-266-6000

Hampton.....307-235-6668

Shilo Inn.....307-237-1335

Quality Inn.....307-266-2400

Website: [www.boomtowntmotocross.com](http://www.boomtowntmotocross.com)



**POWDER BASIN MOTOCROSS, INC.**

**Gillette, WY**

**Track Conditions:** Hard packed, clay mixed with sand

**Elevation:** 5,000 ft.

**Track Location:** On Hwy. 51, 1.4 miles east of CAM-PLEX

Powder Basin Motocross, Inc. was established in 1993 with the purpose of promoting safe motocross and off-road riding. Approximately 70 acres are leased from the CAM-PLEX. The club has made some recent changes and improvements. Due to popular demand, day passes are now available again.

**OFFICERS AND CONTACT PERSONS:**

**President:** Mason Remmick.....307-660-8186

**Lodging Information:**

Overnight camping permitted at the track for \$10

Clarion Inn.....2009 S Douglas Hwy. • 307.686.3000

Days Inn.....Jct. Hwy 59 & I-90 • 307.682.3999

**Website:** [www.powderbasinmx.com](http://www.powderbasinmx.com)

**FREMONT COUNTY RACING ASSOCIATION**

**Riverton, WY**

**Track Conditions:** Hard packed, rocky, fast and open

**Elevation:** 5,100 ft.

**Track Location:** Go approximately 3 miles west of Riverton on Highway 26, turn right at Paradise Valley Road and it will be a 1/4 mile more on the right hand side.

**OFFICERS AND CONTACT PERSONS:**

**President:** Devon Scherf ..... 307-851-8331

**Lodging Information:**

Holiday Inn ..... 900 E. Sunset Drive • 307.856.8100

Sundowner Station & Restaurant. .... 1616 N. Federal • 1.800.874.1116

Trailhead Family Restaurant. .... 831 N. Federal • 307.856.7990

**WWW.FCRAMX.COM**

**RSMX/SWEETWATER SPEEDWAY**

**Rock Springs, WY**

**Track Conditions:** 40 man gate concrete start with awning. Hard pack dirt with sandy, loamy corners. 1.3 miles long. High speed sections, watering system.

**Elevation:** 6200

**Track Location:** 3320 Yellowstone Rd. North of Rock Springs at the fairgrounds. Exit 104, Gate A.

**OFFICERS AND CONTACT PERSONS:**

Jeremy Boyer – 307-389-6226

**Lodging Information:**

Days Inn . . . . . 1545 Elk St. • 307-362-5646

Super 8 . . . . . 88 Westland Way • 307-362-3800

Outlaw Inn . . . . . 1630 Elk St. • 307-362-6623

Budget Host Inn . . . . . 1004 Dewar Dr. • 307-362-6673

**rsmxllc.com**

**PLATTE VALLEY DIRT RIDERS  
MITCHELL, NEBRASKA**

**Track Conditions:**

**Elevation:**

**Track Location:** Address: PVDR  
60351 Mitchell South Rd.  
Mitchell, NE 69357

Directions: Approx. two miles south of Mitchell on Hwy 29, east side of road

**OFFICERS AND CONTACT PERSONS:**

**President: Nate Strom.....308-641-2204**

**WEBSITE: [plattevalleydirtriders.weebly.com](http://plattevalleydirtriders.weebly.com)**

## LARAMIE COUNTY DIRT RIDERS

### CHEYENNE, WYOMING

**Track Conditions:**

**Elevation:** 6,063 ft.

**Track Location:** Laramie County MX Park is located just east of Cheyenne at the Archer Interchange on the Archer Parkway. From the I-25 and I-80 junction in Cheyenne, take I-80 EAST approximately 10 miles to exit 370 (Big Coffee Pot/Sapp Brother's truck stop). Take a right and head south off the exit and follow the signs to the LCRA track.

LCRA INC

11425 THUNDER RD.

CHEYENNE, WY 82007

**OFFICERS AND CONTACT PERSONS:**

President Matt Williams ..... 307-899-2263

**WEBSITE: LCRAMX**

