

XTREME ADRENALINE SPORTS



ENTERTAINMENT COMPANY



2014



Pro Motocross
Championship
RULEBOOK

INTRODUCTION

The main goal for this rulebook is to uphold righteousness and fairness amongst riders. This rulebook contains rules and guidelines for riders to prepare and participate for motocross racing at Mx Messiah Fairgrounds (MMF), the privately-owned facility of Xtreme Adrenaline Sports Entertainment Company (XAS).

The interpretation of the rules may differ from its original intention therefore riders must be responsible to make sure consultation with the officials in the instance of rules obscurity.

In the event where rules are needed in the unforeseen particular occurrence but is lacking, the officials under the leadership of the Race Director would be responsible to decide the verdict.

Although “Rider’s Safety” is one of the essential goals of MMF/XAS in this rulebook, it doesn’t guarantee absolute accomplishment of this goal. The Rider must be responsible for his/her own safety and welfare in congruence with the rules in this book.

TABLE OF CONTENTS

INTRODUCTION	1
RACE SCHEDULE	3
CATEGORY QUALIFICATIONS	4
-Pro Category	5
-Allowable Modifications	6
-Amateur Category	7
RACE RULES AND REGULATIONS	10
-Regulations	11
-Point System	14
OFFENSES, PENALTIES, PROTEST	16
-Rules of Conduct	17
-Rider Protest System	18
-Disqualification	18

RACE SCHEDULE

6-Leg Pro Motocross Series

Round 1 : July 5-6 (MMF)

Round 2 : July 19-20(MMF)

Round 3 : August 9-10(MMF)

Round 4 : August 16-17 (MMF)

Round 5 : September 13-14(MMF)

Round 6 : October 11-12 (MMF)

CATEGORY QUALIFICATIONS

PRO CATEGORIES:

QUALIFICATIONS FOR THE PRO OPEN PRODUCTION CATEGORY

- The objective of this class is to identify the best among the best motocross riders in the country.
- Riders who were elevated and validated by motocross organizers in the Philippines are the riders allowed to compete in this category.
- In the instance when riders seek to upgrade to this category, only the pro-lites riders, or as recommended and assessed by the race boss, are allowed to do so, thus meet the safety standards needed in racing among the fastest production riders in the country.

QUALIFICATIONS FOR THE PRO LITES PRODUCTION CATEGORY

- The objective of this class is to nurture and develop young and upcoming champions.
- Riders who are in the intermediate class, or have raced in the intermediate class and have podium position result are allowed to race. position result are allowed in this category.
- Strictly for 250f (four-stroke) and 125cc (two stroke bikes) only.
- Strictly for riders who are 34 years old and below.
- Amateur open production class may step up to this class provided their speed qualifies for the majority of the class' average speed.
 - It is for the race official's discretion to allow an amateur rider to join this class.

QUALIFICATIONS FOR THE PRO VETERANS OPEN PRODUCTION CATEGORY

- The objective of this class is to encourage retired pro riders who are inactive for at least four years and past national champions to engage themselves in motocross, thus help elevate the current status of the sport.
- Age limit
 - For active intermediate riders, the athlete must be at least 35 years old and above.
 - For active pro riders, the athlete must be at least 45 years old and above.

QUALIFICATIONS FOR THE PRO OPEN LOCAL ENDURO & PRO OPEN UNDERBONE CATEGORIES

- The objective of this class is to provide an avenue for motorcycle manufacturers to showcase their locally manufactured motorcycle's performance to consumers.
- Pro Local Enduro and Underbone categories are both unique divisions and can be considered as a different genre in motocross. This is open to any pro or amateur rider.
- The motorcycle must be in accordance to the manufacturers' original homologous/appearance.
- Original engine and chassis (as verified by the OR/CR) must be used.
- Modifications are allowed as long as they are within the allowable modifications mentioned below.

ALLOWABLE MODIFICATIONS FOR BOTH CATEGORIES:

Engine and Chassis

- The original engine made by the manufacturer should be the subject for modification.

Exhaust Pipes

- Exhaust pipes are modifiable for both Open and Stock Underbone.

Frame

- The actual frame of the bike, as manufactured by the manufacturer, should be the subject of allowable modifications.
- Chassis number for the underbone and local enduro category will be verified upon checking the OR/CR of the motorcycle.
- Frames can be reinforced with other metal alloys but not as to alter its original frame design.
- Sub-frames may be replaced provided they are the same in form to the original production part.

Fenders and Side Panels

- Original Fender and Side Panels must be attached to the Stock Underbone Category.
- Head light may be removed as long as its housing is in place.

Forks and Shocks

- Alteration or replacement of forks/suspension is allowed provided the original homologous/appearance is not compromised.
- It is the organizer's discretion in consultation with the specific motorcycle manufacturer to declare whether the motorcycle complies with its homologated aesthetics.
- Lifters are allowed but will be limited up to four inches only from the original stock suspension designed by the manufacturer to maintain its homologated aesthetics.

AMATEUR CATEGORIES:

- Amateur categories are for non-professional or beginner riders in skills or experience.
- Although upgrading is encouraged to promote riding exposure and experience, in the event the rider finishes top three in the pro categories, the rider will be subjected to assessment by the organizers/officials. And as a result, a rider may be assigned to its rightful category.

QUALIFICATIONS FOR THE AMATEUR OPEN PRODUCTION

- Riders who are in the beginners and novice class category from national race organizers like National Motorcycle Sports and Safety Association (NAMSSA), Sel-J Sports, Man & Machine, etc.

QUALIFICATIONS FOR EXECUTIVE OPEN PRODUCTION CATEGORY

- Riders who are 40 years old and above and have not been elevated to the intermediate/expert and professional division.

QUALIFICATIONS FOR LADIES OPEN CLASS CATEGORY

- The objective of this category is to introduce the sport of motocross to ladies and develop female motocross riders.
- Open to female riders of all ages and motorcycle make such as underbone, local enduro, production, etc.

QUALIFICATIONS FOR Kids 85cc Category

- Riders who are 15 years old and below
- Motorcycle must be 65cc-85cc with transmission

QUALIFICATIONS FOR Kids 65cc Category

- Riders who are 11 years old and below
- Motorcycle must be 0-65cc with transmission

QUALIFICATIONS FOR Kids 50cc Category

- Riders who are 9 years old and below
- Motorcycle must be 0-50cc automatic

LOCAL REGION CATEGORIES (RIZAL & NCR RESIDENTS ONLY)

- Strictly for local region residents only. Rider must be residing originally within the local region for at least two years.
- The objective of this class is to encourage first time riders and beginners to try motocross.
- Riders who have been racing motocross for more than three years are prohibited to join this class.
- Riders who have been elevated to intermediate/expert/ and pro categories are prohibited to join this class.

QUALIFICATIONS FOR OPEN LOCAL ENDURO CATEGORY

- Open to all locally manufactured/assembled enduro or on and off road motorcycles available in the Philippine market.
- Open to all bike modifications and alterations as long as the original chassis and engine are intact.

QUALIFICATIONS FOR NU OPEN LOCAL ENDURO CATEGORY

- Strictly for non-Japanese and non-European bike brands sold in the Philippine market such as brands made in Asia, China, Taiwan, etc.
- Open to all bike modifications and alterations as long as the original chassis and engine are intact.

QUALIFICATIONS FOR OPEN LOCAL UNDERBONE CATEGORY

- Open to all locally manufactured/assembled Underbone motorcycles available in the Philippine market.
- Open to all bike modifications and alterations as long as the original chassis and engine are intact.

NOTES:

- Categories may be dissolved or combined in case that there are less than five participants or is deemed necessary by the organizers.
- STEP DOWN IS APPLICABLE FOR RIDERS IN HIATUS FOR AT LEAST THREE YEARS.
- Riders who did not commit to join the championship series are allowed to join individual races even if it may affect the championship points standings of the series contenders.

RACE RULES AND REGULATIONS

RIDERS PROTECTIVE GEAR

- Riders must wear helmets at all times when riding in the race track. Helmets must conform to global safety standards certified by a label attached in the helmet. Most preferable standards are those validated by DOT, SNELL, ICC, etc.
- Goggles must be shatter resistant and worn at the start of every race.
- Long sleeve jerseys are a must for all riders.
- Wearing protective pants and boots are advised.
- Riders must be completely responsible at all times.

FLAGS

- Yellow flag means a rider is down or there is a need for riders to slow down or be cautious. Riders must slow down and roll on obstacles or jumps individually. No passing allowed.
- Blue flag indicates that a rider is being lapped by a rider behind him. He must give way to the rider behind him.
- Green flag indicates the start of the race.
- Red flag indicates that the race needs to stop.
- Checkered flag indicates the end of a race or of a practice session. Riders must proceed directly to the exit.
- Black flag indicates that the rider is disqualified. Riders must proceed directly to the exit.

WEATHER CONDITIONS

- The event may be pursued regardless of weather conditions.
- The Race Director has the prerogative to cancel the race anytime considering that the weather conditions may become a threat to the safety of everyone.

MOTORCYCLE USAGE IN THE RACE

- Riders must use the same bike during races. The bike that was used in the first moto must be the same bike to be used in the second.
- In case there is a mechanical trouble with the bike in between motos, every bike part may be changed except for the chassis. This must be done in consultation with the Race Director.

PIT REGULATIONS

- Vehicles are not allowed to park inside the pit area.
- Riders are not allowed to ride their motorcycles inside the pit area.
- Smoking and drinking are strictly prohibited.
- Only registered teams, riders and their crew are allowed inside the pit area.
- People in the pit area must wear uniform at all times. Wearing sleeveless, and slippers are not allowed.
- Personal/Team sponsors or advertising materials of riders/race teams such as tarpaulin banners, stands, flags, posters must be asked approval from the MMF/XAS officials.
- Given the clearance to advertise in the pit area, the placement of the ad materials will be strictly confined inside the tent.
- MMF/XAS has the right to protect the sponsors by regulating the exposure of the riders and motocross team's sponsors.

RACE TRACK REGULATIONS

- Only officials are allowed inside the track during racing events.
- Each rider is allowed to have one crew to assist him or her in the starting gate and one crew in the signal or mechanics area.
- Only registered riders and a crew will be allowed inside the race track. Maximum number of crew per adult rider is two. Maximum number of crew for mini riders is three.
- Only in the mechanics/signal area will the rider's crew be allowed to stay inside the race track.
- Riders and his/her crew are not allowed inside the race track unless it's their category's turn to race.
- Marketing and advertising materials of non-event sponsors are strictly prohibited inside or within the vicinity of the race track.
- MMF/XAS has the right to protect the event's sponsors by regulating the exposure of the riders and motocross team's sponsors.
- Officials under the leadership of the marketing manager must only be the ones to place advertising and marketing collaterals of the event's sponsors inside the race track. Official sponsors representative may be allowed in consultation only with officials.
- In the event when riders have their personal or team sponsors, they may only advertise through symbols attached in their motorcycle and gears. Banners or any material extensions attached to the man or machine are strictly prohibited.
- Riders must first enter the track and proceed directly to the riders' waiting area upon receiving signal from officials.

- Before the gate drops during a category, the riders of the next category must be present and complete in the riders' waiting area.
- Entrance of riders to the waiting area happens simultaneously after the conclusion of the ongoing race where the riders of the recently concluded race are on their way out of the track towards the pit area.
- Once the race track gate is closed and the riders required to be present in the waiting area had issues and failed to enter the track, that rider will be given maximum time of five minutes to show up in the starting area.

STARTS

- For Starting Gate Pick : First Moto will be on a "first come, first serve basis"; Second Moto will be based on the result of the first moto.
- Riders and Bikes must be in the waiting area prior to their category's race.
- The riders are allowed to have one assistant to help them in the waiting area and starting gate.
- Jumping, validated by the motorcycle's front wheel bumping the starting gate before the gate drop, is subjected to one lap deduction or disqualification.
- Rolling back from the gate is prohibited.
- The moment the rider picks a gate, he/she can not transfer to another gate anymore.
- 15 second board is held upright and then turned sideways to communicate the gate drop is going to happen between 0-5seconds.

RED FLAG / RESTART

- Any gate malfunctions will be automatically declared a restart.
- Rider's safety in the context of an accident will be restarted.
- Race director's call for a red flag is absolute and final.
- The position of the riders in the starting gate will be kept in the restart.
- In the occurrence where the race is more than 75%, the red flag will be equivalent to the checkered flag, there will be no more restart, the final standing positions/winners will be based on the running order crossing the red flag/checkered flag.
- The red flag may be waved, to order a halt to all the riders, in any part of the track.
- Riders who have already opted out of the race when the red flag was declared may still join the restart provided the rationale is valid.

FINISH

- Race completion is signaled with a checkered flag to the race winner.
- In the event the rider's bike broke before the checkered flag and have finished more than 50% of the total number of laps, the rider may be credited last place position.
- In the event the rider's bike broke and hasn't reached the 50% marker, the rider may push the bike to the finish line jump and must be able to cross the checkered flag in order to be considered a finisher and be awarded points equivalent to the last place position.
- In the event the checkered flag was accidentally given ahead of the real winner, that rider will be declared the position of his/her actual race position during the time he/she crosses the checkered flag.
- Score officials may use video footages or advice from other officials to clarify results. However, the score officials decision, under the approval of the Race Director is final.

POINTS SYSTEM

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

- The overall winner for each round will be determined by combining the equivalent points of the official position of both motos (moto 1 and moto 2).

Ex: Moto 1 (25pts) + Moto 2 (25pts) = 50pts total

- In the event of a tie for any position or points the rider with the better finish in the second moto will be placed above the rider with the lower finish.

CHAMPIONSHIP POINTS

- Class Championships will be decided based on total series points accumulated from each race.
- Riders will earn championship points for each race according to their respective official finishing position.
- In the event of a tie for the championship, the winner will be determined based on the number of race wins during the series.
- If the tie remains, the number of place finishes of 2nd, 3rd, etc., will be tallied until the tie is broken. If the tie continues to remain, the final moto finish at the last event will determine the champion.

**OFFENSES
PENALTIES
PROTEST**

INTRODUCTION

The officials under the leadership of the Race Director can declare warnings, require fines, deduct laps, suspend riders, disqualify, or even ban any person who has done offenses.

RULES OF CONDUCT

(Violation to these rules of conduct will be subjected to disciplinary actions, fees, and disqualification implemented by officials)

- Falsifying of public documents such as ID's or any other documents to justify their age to qualify to a certain category that has age limits.
- Disguising himself/herself as another person or rider.
- Being part of a plan to harm other riders to be able to win or allow other riders to win.
- Being part of a plan to boycott a persona or a category for their selfish gains.
- Reckless riding that might be harmful for other riders or persona.
- Being found to take part in any untruthful slander, gossip, etc against officials and MMF/XAS.
- Accepting and giving bribes
- Not attending rider's briefing or meeting.
- Practicing in the race track when it is not allowed yet or not during the assigned official practice.
- Practicing in the official practice of other categories.
- Neglecting the authorities of the flags.
- Using substance and prohibited drugs.
- Refusing to be subjected to drug tests.
- Engaging in any things detrimental to motorsports.
- Insubordination to officials and race directors.
- Cursing and threatening officials.
- Verbally, physically attacking other riders, officials, spectators, etc.
- Engaging in a plan to stop the race for their selfish rationale.
- Violating the riders and motorcycle qualifications designated for the categories.
- Causing a collision or a crash of another rider, especially if it's a T-bone collision, will be assessed by officials and penalized in proportion to the gravity or consequence of the malicious act. It is the official's discretion if the act was "willful" or "part of racing."
- Failure to submit or comply with minor penalties may lead to disqualification, suspension, or banning from the races.

RIDER PROTEST SYSTEM

- A one thousand peso (P1,000.00), REFUNDABLE, protest fee will be paid to the organizer in order for a rider to file a protest against other riders.
- The investigation will be made by the organizer under the leadership of the race director in charge.
- Protest fee will be refunded to the protester in the case he/she is proven right.

DISQUALIFICATION is ultimately within the discretion of the organizers upon conducting its investigation.

XTREME ADRENALINE SPORTS
XAS
ENTERTAINMENT COMPANY



MX Messiah Fairgrounds • Xtreme Adrenaline Sports Entertainment Company
Club Manila East, Taytay, Rizal
www.mxmessiahfairgrounds.com

 /mxmessiahfairgrounds  @mmf_xas_live