

GFI RULES AND REGULATIONS FOR ALL GFI RACING EVENTS

These rules and regulations shall be used in all events sanctioned by **GFI Racing**. From time to time circumstances and conditions will require modifications of some rules. Such modifications are at the sole discretion of GFI race officials.

It is the rider or guardian's responsibility to know his limitations and to ride within those limitations. Never should a rider be allowed to compete when the rider is not 100% both mentally and physically.

Competition committees will always consider amendments and hear grievances. All inquiries or suggestions should be addressed to **GFI Racing** P.O. Box 20336, Riverside, California 92516.

GENERAL

Five entrants fully entered constitute a class. **GFI Racing** Competition licenses are valid from January 1st thru December 31st of the year issued.

No refunds or rain checks are given after practice.

Riders must compete under the number on their issued **GFI Racing** license. Any rider who does not, is not eligible for points, trophies or prize money, **unless** arrangements were made with the head score keeper prior to the start of the event.

No substitute riders allowed for any reason.

FLAGS

All flag signals must be obeyed immediately by all involved or concerned riders. A rider who disregards any flag signal may be excluded from the meet, incur position penalty, or suspension for an indefinite period of time by the Steward of the meet.

GREEN wavedSTART
GREEN displayed ALL CLEAR
YELLOW displayedCAUTION, REDUCE SPEED, HOLD POSITION
RED displayed or wavedSTOP ALL RIDERS
BLACK waved at one riderRIDER STOP AT FINISH LINE
WHITE LAST LAP
BLACK/WHITE CHECKERED END OF RACE
BLUEYOU ARE BEING LAPPED, LET RIDERS PASS YOU

METHOD OF STARTING

The method of starting will be at the discretion of the Steward and/or Starter, to be determined at the beginning of the event.

PARTICIPANT CONDUCT

The following regulations shall be enforced at all **GFI Racing** events. Additional regulations of conduct for particular situations may be issued for specific meets and will be explained at the event.

All outside assistance, except that of course officials, is forbidden during any race.

Anyone found consuming an excessive amount of alcohol will be asked to leave the event. Any rider found consuming **ANY** alcohol or any drug will not be allowed to compete.

During any practice session, any race, or any time, it is expressly forbidden to ride or push any vehicle for any reason in the reverse direction of the course, unless so directed specifically by an authorized course official. A violation of this regulation can entail possible suspension.

Any machine found illegal, upon being protested, can lead to suspension of the entrant, his sponsor, and pit crew. All points accumulated upon suspension will be forfeited.

Any rider or member of a rider's pit crew found racing a machine in the pit area will be subject to immediate disqualification from the meet, for the rider possible suspension. A special area may be designated by the Steward of the course as a warm-up area.

All race vehicles must be pushed to and from the pit area. Failure to comply may result in disqualification from the meet and/or suspension.

Rider caught jumping the start, or blocking off a starting gate or line will be subject to position penalty. If further violations occur, disqualification for the rest of the meet will be assessed by the starter or clerk of the course.

Anyone participating on the course without first being entered for the meet will be subject to disqualification and/or suspension.

Rider or riders entering the course at any point other than the starting area for or during a race or practice session, is subject to disqualification from the days events.

For safety reasons, there are no practice starts allowed at the start line.

All riders are responsible for the conduct of their parents and pit crew. Suspension up to six (6) months can be levied against any rider or pit crew member showing bad conduct on or off the course at any race or practice event.

The **GFI Racing** Steward shall exclude immediately any rider who, in his or her opinion, is guilty of any foul, unfair or dangerous riding.

PROTESTS

The competition committee of **GFI Racing** is empowered to settle finally, any appeal or dispute arising in connection with any **GFI Racing** sanctioned event, and a decision by this committee shall be final and binding on all parties.

Protest must be filed within 30 minutes of completion of an event, and must be in writing. Protest fee shall be \$100.00. If the protest is found valid, the fee shall be returned. If found invalid, the fee is forfeited to the body whom sanction has been issued. The protested individual (rider or entrant) must also be paid labor up to a maximum of \$75.00 if any tear down of engine is required. If parts are involved an amount will be declared by the Steward of the event. Person making the protest will have to supply the items needed to measure, or inspect any engine or tear down. No fees will be given to a protested entrant, labor or parts, who is found to be competing on an illegal machine.

Written protest and fee must be presented to the clerk of the course. In the event of a questionable protest where rules and regulations are not specific, a ruling will be made by the steward of the event.

There will be no protest allowed against the decision of the Steward of the event.

Protests may only be made by a rider or entrant of a machine in the same class as the protested machine or rider. Protested machines will not be dismantled until the completion of the race program.

CAMPING

Persons camping at race meets must conform to all regulations set up by **GFI Racing** or raceway personnel and must have permission to do so.

CONDUCT

During a race event, a machine must not acquire any velocity other than from its own mode of power, the muscular efforts of its rider, and natural causes, such as gravity.

The clerk of the course shall exclude immediately any rider who in his own opinion is guilty of any foul, unfair or dangerous riding.

ENTRIES

If mail entries are requested, they must be received by **GFI Racing** printed deadline.

No transfer of entries are to be made, unless **GFI Racing** is notified and approves. If a pre-entered rider cannot attend an event he must notify **GFI Racing** and make arrangements for refund or transfer of his entry.

In order to be properly entered, a participant must complete and sign an official entry form at sign-up. All entries must register before entering the track area.

The promoters or stewards of any **GFI Racing** sanctioned event may refuse the entry of any rider or entrant.

RACES

All motocross classes will ride at least two races or motos if time and conditions permit. If any change is necessary it will be announced as soon as possible.

Grand Prix and other types of races will consist of a number of laps or length of time to be announced at the riders meeting or prior to event start.

The Olympic Scoring method will be used in scoring motocross events. 1st Place = 1 points, 2nd Place = 2 points, and so on. The rider with the LOWEST total after all events are added together will be the winner. In case of a tie, the rider with the best score in the final moto will be the winner.

In the case of a series event, a point system will be used to determine event winner and series points. Points will be awarded to current **GFI Racing** members as follows:

All Single Division Classes and 1st Division of Multiple Division

1 st Place = 25 points	6 th Place = 15 points	11 th Place = 10 points
2 nd Place = 22 points	7 th Place = 14 points	12 th Place = 9 points
3 rd Place = 20 points	8 th Place = 13 points	13 th Place = 8 points
4 th Place = 18 points	9 th Place = 12 points	14 th Place = 7 points
5 th Place = 16 points	10 th Place = 11 points	15 th Place = 6 points
		16 th Place and beyond = 5 points

Classes with less than qualified amount of riders and 2nd Division of Multiple Division Classes

1 st Place = 15 points	6 th Place = 7 points	11 th Place = 5 points
2 nd Place = 12 points	7 th Place = 6 points	12 th Place = 5 points
3 rd Place = 10 points	8 th Place = 5 points	13 th Place = 5 points
4 th Place = 9 points	9 th Place = 5 points	14 th Place = 5 points
5 th Place = 8 points	10 th Place = 5 points	15 th Place = 5 points
		16 th Place and beyond = 5 points

If the point system is used the rider with the HIGHEST score after all events are added together will be the winner. In case of a tie the rider with the best score in the final moto will be the winner. Each promoter has the right to use his own method of keeping series points.

If a race or event is stopped because of an apparently injured rider, said rider shall not be allowed to re-enter that particular race or event unless allowed by the starter, referee or official. He may, however, enter other heats or events for which he is qualified.

If a rider, or riders, starts the moto but does not complete half the laps of the event, they will be scored as last place plus two (2) positions. If a rider, or riders, do not start the moto, they will be scored as last place plus three (3) positions.

Two (2) minutes only shall be allowed for a machine and rider to make the starting line at a closed course event after a call from the referee or pit steward. After this lapse of time, if not ready, the rider and machine are out of that moto only.

If a rider, or riders do not start an event they will receive no score for that event.

Motos may be shortened at the discretion of the referee for safety. When the motos must be shortened for other reasons, the riders shall be informed before the start of the shortened moto.

MOTORCYCLE ELIGIBILITY

Any motorcycle that complies with the regulations set forth in these rules may compete in any **GFI Racing** sanctioned event without restrictions as to make, design or type. Technical inspectors may exclude any motorcycle of which the construction, condition, or controllability is deemed to be dangerous. The major concern of **GFI Racing** and its officials is safety. It is the rider's and his support crew's responsibility to keep his machine in top condition at all times.

If it is determined that the required three number plates are not readable, the machine will not be allowed to compete or in the case of an event that has already started, if the numbers become unreadable the machine will not be scored. It is the rider's place to keep the numbers legible at all times.

Engines are allowed overbore for rebuilding purposes up to class limits plus .080.

Exhaust pipe or pipes shall be directed rearwards, parallel to the direction of the vehicle. The ends of these pipes must not project beyond any part of the vehicle. All exhausts must be muffled to register below 92 decibels at a distance of 50 feet.

Frames shall be free of visible defects. All welds shall be structurally sound. All machines must have front and rear suspension. If frame is judged to be unsafe, the track official will not allow the machine to compete.

Fenders must be properly attached to the machine and prevent track material from impairing the vision of the operator or any other machines operator.

All tanks must be free of leaks and securely fixed to the vehicle.

All fuel must be pumped gas of 115 octane or less. Pump gas is defined as gas available from a commercial source and accessible to the general public. In the event of a protest, the name and grade of fuel must be given to the clerk of the course. If testing is necessary the protesting party will be responsible for providing the needed tests.

Additions to the fuel, with the exception of lubricants, is forbidden.

No fuel shall be carried on the vehicle by the rider other than in the tank.

The ends of the handlebars shall be rounded and protected by grips that aid the operator in holding on. All handlebar control levers must be properly attached.

All wheels must be in true alignment with no bent or broken spokes. Spokes must be properly tightened. Any tire must have a clear pattern of tread around the entire circumference. No paddle or spiked tires are allowed.

At least one efficient brake per wheel shall be fitted. All brake anchor arm bolts must be safely wired or have a mechanical locking device.

All side stands or stands of any type must be removed from any vehicle before it is on the race course.

All controls must be in good condition and operating efficiently. Cables must be in good order and adjusted.

Footrests must be positioned so as to give easy access to any control lever. Footrests must be the folding type.

There must be three (3) number plates on each machine, one in front and one on each side. Helmet and jersey numbers are also recommended. Plates and numbers must be as large as possible to make them clear and visible. If the numbers are not easily readable the vehicle will not be scored. Plates and numbers must be of contrasting colors to make them clearly visible from a distance. All number plates must have any sharp or protruding edges removed.

GRADING RIDERS

The Promoters or Stewards of any **GFI Racing** sanctioned event shall have the authority to require individual riders to participate in a class that in their opinion is equal to the riders ability. This requirement shall be in force for all future events. Riders may be moved up or down in any class by the Steward or Promoter of any **GFI Racing** event.

(Determined by the points system or by rider's ability)

Points accumulated requiring a move up are as follows: 12 points from Beginner to Novice, 18 points from Novice to Intermediate, 33 points from Intermediate to Master/Pro. If a rider wishes to question his classification he may do so by submitting his position in writing to GFI Racing.

A system of points, which may vary each season as the competition committee deems, will be used to advance riders from one classification to another. A rider may be moved up to the next higher class by point and or riding ability by the steward of the event. Points are awarded as follows:

Three (3) points	1 st Place
Two (2) points	2 nd Place
One (1) point	3 rd Place

Five or less riders in a class will receive half points. Rider must be a current **GFI Racing** member to receive series points or awards.

Points may be awarded to a rider from his placing in events with other sanctioning bodies. Riders can be transferred prior and up through the first two events of a series. Riders would be transferred with all earned points to the next highest class, while not to exceed the points in the class he is being transferred into, as determined by his earned points or the opinion of the Stewards. In the case of a series or other special transfer, points may apply and will be posted at sign-ups or announced at the event.

In some cases riders may be permitted to compete in a lower class than they one achieved such as mini, Old Timers (Over +30 riders may only drop 1 class to +25 or support classes) or special circumstances as to be determined by **GFI Racing**. **Under normal circumstances a rider must compete in the highest classification he has every achieved with any recognized organization.**

PROTECTIVE CLOTHING

All clothing may be examined and approved with each rider's machine at technical inspection. Protective clothing as listed below must be worn at all times while practicing or during any race. Failure to observe these rules will lead to exclusion from the event. Safety is the number one concern in the inspection of racing clothing.

All riders must wear full coverage clothing of close fitting design made of material suited as to provide adequate protection to the rider.

Riders must wear helmets at all times during the course of the events. Helmets must meet current D.O.T. & Snell approval and be in fresh condition.

All riders must wear leather boots extending far enough up the leg so as no gap occurs between boots and the bottom of the pant leg when in any riding position. Boots must also offer adequate ankle support and shin protection.

Eye protection must be worn at all times and must be shatter/splinter proof material. If vision becomes blocked or in any way impaired it is the riders responsibility to correct the problem before starting or continuing any event. Gloves and shoulder pads are recommended for additional protection.

PIT AREAS

Pit area must be kept clean, and all trash must be removed from the area.

NO PIT RIDING AT ANY TIME.

MACHINE AND EQUIPMENT EXAMINATION

All machine and equipment examinations will be conducted by technical inspectors supplied by the event site.

If, in the technical inspector's opinion, a machine or rider's protective clothing is deemed to be unsafe, he will not be allowed to compete although he may meet all written requirements.

50cc CLASSES

4-6 Stock Pee Wee Track	7-8 Stock Pee Wee Track	0-8 Open Pee Wee Track
4-6 Mod Pee Wee Track	7-8 Mod Pee Wee Track	
4-6 PW/JR Pee Wee Track	7-8 PW/JR Pee Wee Track	
4-6 Main Track	7-8 Main Track	0-8 Open Main Track

(PW/JR Classes are for Yamaha PW's, Suzuki JR's and KTM Oil Injected Adventure models only)

50cc STOCK SPECIFICATIONS

Max engine displacement: 52cc

Age 0-8 (upon request, proof of age must be provided)

Stock machines must remain in showroom condition to qualify as stock, with the following exceptions: removal or modification of air cleaner/restrictor, carburetor jets, handlebars, sprockets, tires, autolube, chain, tubes, hand levers, grips and spark plugs. Padding may be removed from stock seat; however, at least one (1) inch of padding must remain. Springs may not be altered. Smaller wheels may be used to lower the machine to allow small riders to reach the ground. Larger wheels may not be used. **NO OTHER MODIFICATIONS ARE ALLOWED.**

50cc MODIFIED SPECIFICATIONS

Max engine displacement: 62cc

A 0-8 (Upon request, proof of age must be provided)

80cc SPECIFICATIONS

Maximum Rim size for 80 Beginner, Novice, Intermediate, Expert and Open Classes

Front: 17"

Rear: 14"

Maximum Rim size for 80 Big Wheel and Supermini Classes

Front: 19"

Rear: 16"

250cc SPECIFICATIONS

You must ride at least a 250cc bike in any of the 250cc classes. We do not allow 125cc to ride in the 250cc classes.