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**YEAR 2011 OFFICIAL  
RULES & REGULATIONS  
www.nmamx.com**

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Entrants, riders & participants are required to know and understand the rules and regulations which cover an NMA sanctioned event and are (by reason of their entry) definitely bound by such rules and regulations. Each participant in competition has the responsibility to assess the safety aspects of track facilities and conditions and MUST assume the risk of competition.

**GENERAL RULES FOR COMPETITION:**

1. All participants at an NMA sanctioned event are required to be licensed by NMA and must have in their possession their current NMA Competition License. A fee of \$20.00 will be charged to replace any lost License Cards.
2. There must be at least five entries to make up a class at all local/regional races. If there are less than 5 entries, they shall compete in the next highest age group or rider class as applicable and will be eligible for trophies and points according to how they finish in that higher class only. Ten entries per class required for World Mini Grand Prix & Ponca City Grand National Finals.
3. The one machine qualified (or used in the first moto) must be used by the rider for all motos in that event.
4. One bike may be entered by two or more riders for other events within the same bike classification by paying the additional entry fee. The same stock bike may be ridden in the modified class in addition to being ridden in the stock class.
5. No one except riders officially entered may ride or practice on the race course during the day's events.
6. If a rider leaves the course during the race for any reason and then decides to resume the race, he must re-enter at his/her point of exit before another lap may be counted in his/her favor. IF IT IS UNSAFE OR IMPOSSIBLE to re-enter at his/her point of exit, he must re-enter at the safest possible place which is closest to his/her exit as possible without improving his/her position.
7. If a moto must be stopped because one or more riders is obstructing the progress of that moto, that rider(s) will not be allowed to continue in the re-start of that moto unless allowed by the race manager.
8. There will be no restarts unless it is the opinion of the Race Officials or First Aid Attendants that it will endanger the participants involved or if there is a malfunction in the start gate or some interference as determined by the race manager.
9. If for any reason the race must be stopped, it will be considered completed if over 50% of the race has been run.
10. A lapped rider must move over at all times or he will be black-flagged.
11. Any foul riding, unnecessary bumping, crowding, lack of caution, blocking, course cutting or other unsportsmanlike conduct at the race event is grounds for disqualification or penalty as determined by the NMA race manager.
12. NMA Officials are not responsible to locate riders for their events. **THE RIDER MUST BE AT THE START LINE FOR HIS/HER EVENT.**
13. NMA Officials will not be responsible for any occurrence that results in "back to back" motos for a rider who enters multiple race events. The rider's representative must notify Officials of that occurrence and be available at the start area for consultation.
14. No one, rider or his/her representative, will be allowed to hold or station himself/herself in a preferred position on the start line in advance of his/her moto. No practice starts in advance of a moto will be allowed unless approved by the Start Line Official.
15. All riders must have ankle or higher boots, proper helmets (current Snell standards), eye and full arm & leg coverage.
16. Officials reserve the right to prevent anyone from competing in any event if the rider or bike does not comply to the rules.
17. **THE RIDER IS RESPONSIBLE FOR THE CONDUCT OF HIS/HER PARENTS, TUNERS OR ANYONE ELSE ASSOCIATED WITH HIM/HER.** NMA reserves the right to refuse entry or participation to anyone including their right to enter the property where the event is being presented whether the participant, parent or anyone deemed by NMA as associated with same.
18. Any verbal harassment to Officials will be grounds for permanent disqualification and/or fine for those riders or parties involved. Any physical abuse to Officials will be grounds for permanent disqualification of the rider and allowable for notice by NMA to all other race associations of that occurrence.
19. No soliciting or distributing of literature or products will be allowed at NMA events without prior approval from NMA Race Mgr.
20. All bikes are subject to NMA impound evaluation or teardown if decided by the NMA Race Manager that a particular bike of their interest needs further evaluation. Failure to submit a bike for official inspection will result in disqualification of that bike for the day and no points or prizes will be awarded.
21. **PENALTIES & PROTESTS.** All protests, whether of rider, machine or rule violation, must clearly state in writing which part or parts or rule violation is being protested. All protests must be signed by the rider submitting the protest. A. The signed protest must be accompanied with a cash fee and must be presented to the Race Mgr. before the race event being protested is concluded or before the conclusion of the final moto. B. Protest Fees: Stk. Bikes \$250.00, Mod.\$150.00.C. Rider protest and or all other violations \$50.00. D. When protesting Stk. or Mod. classes, only 1/2 of the protest fee will be awarded to the person winning the protest. Balance of monies to be retained by NMA. E. NMA Officials will not be responsible for re-assembling protested bikes. Persons found in violation of #B will be disqualified for that event. Persons found in violation of #C will be penalized per the discretion of NMA Officials. The protest is a matter between the two individuals. If the matter is not resolved between the two parties, the Race Mgr. and whomever he designates will offer his/her opinion of the matter. Per the discretion of the NMA Race Mgr., if any machine is found in violation of the rules, the rider could be disqualified from race competition for up to 6 months. A protested bike will not be torn down or evaluated in any manner which would be detrimental to its function in between motos; that is. bikes that are protested in the case of a two-day or more event may be impounded by the Race Mgr. until the completion of that bike's racing activity. Failure to submit a bike for impound will result in disqualification for that bike. All tear-downs will be witnessed by the bike owner only & technicians designated by NMA with NMA Officials. Protests on rider's age or classification will not be taken after 1st motos have been run. All protests regarding a "stock" class cycle must be submitted before the end of the first moto. "Stock" protests will not be accepted during the second or more motos have run.
23. If for some reason the final decision on a protest is in question, the participant involved or his/her representative may submit their position in writing on the matter within 10 days to the NMA Main Office for further investigation.
24. **RIDER'S MEETING.** A rider's meeting will be held before the start of the day's events. All riders must be present. Instructions and information will be given at that time. No one is allowed to question or contact the race scorers after racing begins unless allowed by the Race Manager. All questions and matters must be resolved at the rider's meeting or after the races are completed.
25. **NEW PRODUCTS.** Special consideration will be made for those companies or factories who are interested in developing new products such as pre-production or upcoming year models, etc. They will be allowed to race per the following conditions:
  - A. The product must be raced in the following classes only: P. Wee 7-8 Mod, Jr. Cycle 9-11 Mod, 85cc 9-11. 12-13 & 14-16 Mod, Super Mini, 250cc Pro and 450cc Pro.
  - B. The company or factory must receive prior approval from the NMA Race Manager.
26. **NO REFUNDS OR RAINCHECKS** will be made in any classes once practice begins in local regions races. In NATIONAL RACES SUCH AS GRAND NAT'L FINALS in Ponca City, OK. or WORLD MINI GRAND PRIX, no refunds will be given unless cancellation is made in writing by the deadline date given for each event. No refunds will be given for yearly license fees.
27. All trophies, prizes, etc. not picked up on day of event or designated pick up date by NMA will be forfeited if not claimed by the winner or their representative.

**NMA 2011 CLASSES**

CLASSES	CYCLE LIMITS	CLASSES	CYCLE LIMITS	
<b>PEE WEE CLASSES</b>		<b>MOTORCYCLES: 250</b>		
50cc PEE WEE STK 4-6	51cc 2 Stroke Max	125/250 Motorcycle- Schoolboy (open Thru 17 Non Pro)	125 2 Stroke Min 250 4 Stroke Max & 250 2 Stroke	
50cc PEE WEE STK 7-8	90cc 4 Stroke Max	250 STK. NOV	250 2 Stroke Max and 250 4 Stroke Max	
50cc PEE WEE MOD 4-6	61cc 2 Stroke Max 90cc 4 Stroke Max	250 STK INT		
50cc PEE WEE MOD 7-8		250 STK PRO		
50cc SUPER PEE WEE 6-9		250 MOD NOV	250 2 Stroke Max 250 4 Stroke Max	
<b>JR. CYCLE CLASSES</b>		250 MOD INT		
65cc JR CYCLE STK 6-8	65cc 2 Stroke Max 110cc 4 Stroke Max	250 MOD PRO		
65cc JR CYCLE STK 9-11		<b>MOTORCYCLES: 450</b>		
65cc JR CYCLE MOD 6-8		450 STK NOV	250 2 Stroke Max and 450 4 Stroke Min	
65cc JR CYCLE MOD 9-11		450 STK INT		
65cc JR.CYCLE OPEN THRU 11		450 STK PRO		
65-85cc Girls (2 Stroke Only) thru age 16	65cc Min, 85cc Max 2 Stroke No big wheels	450 MOD NOV		
<b>MINICYCLE CLASSES</b>		450 MOD INT		
85cc MINICYCLE STK THRU 11	85cc 2 Stroke Max	450 MOD PRO	125 2 Stroke Min – 250 2 Stroke Max and 250 4 Stroke Min, 450 4 Stroke	
85cc MINICYCLE MOD THRU 11	85cc 2 Stroke Max, 150cc 4 Stroke Max	<b>ADDITIONAL CLASSES</b>		
85cc 2 Stroke/150cc 4 Stroke MINICYCLE STK 12-13		18-25 College Student		
85cc 2 Stroke/150cc 4 Stroke MINICYCLE MOD 12-13	85cc 2 Stroke Max, 150cc 4 Stroke Max	125-250cc Women Non Pro		125 2 Stroke Min & 250 2 Stroke 250 4 Stroke Max
85cc 2 Stroke/150cc 4 Stroke MINICYCLE STK 14-16		125 2 Stroke Only Non Pro		125 2 Stroke Max
85cc 2 Stroke/150cc 4 Stroke MINICYCLE MOD 14-16		85cc 2 Stroke Max, 150cc 4 Stroke Max	250 2 Stroke Only Non Pro	250 2 Stroke Max
85cc 2 Stroke/150cc 4 Stroke Open thru 16	85cc 2 Stroke Max, 150cc 4 Stroke Max	250 4 Stroke Only Non Pro	250 4 Stroke Only	
112cc SUPER MINI MOD THRU 13	85-112cc 2 Stroke Max and 150 4 Stroke, including Big Wheels	450 4 Stroke Only Non Pro	450 4 Stroke Only	
112cc SUPER MINI MOD THRU 16	150cc 4 Stroke Max – No Big Wheels	<b>VET CLASSES</b>		
150cc 4 Stroke Only Thru 16		PLUS 30 PLUS 30 EXPERT/PRO PLUS 40 PLUS PLUS 40 EXPERT/PRO	125 2 Stroke Min – 250 2 Stroke Max and 250 4 Stroke Min, 450 4 Stroke	
150cc R 4 Stroke allowed in Super Mini 150cc RE 4 Stroke allowed in Super Mini Only All motocross racing products must be within NMA Rules.	<b>NOTE RE 4 Stroke</b> 250 MAX IN 250 CLASS 450 AND UP IN THE 450 CLASS 250 4 STROKES NOT ALLOWED IN 450 CLASSES			

**TECHNICAL AND SAFETY INSPECTION**

- Suitability for competition. The basic design of the bike must be suitable for high performance with safety. The opinion of the NMA Chief Tech Inspector shall be final.
- All kickstands must be removed for competition.
- Brakes must be in good condition, properly adjusted and capable of locking the front and rear wheel.
- Front and rear suspension shall be of a suitable design in proper order and properly adjusted for maximum safety. No components are allowed to be wired or taped to the bike.
- Tuned exhaust systems and pipes cannot protrude beyond the length of the bike's rear tire and must have suitable silencer.

**NUMBERS & NUMBER PLATES**

All numbers must be at least 5" high. The numbers must be of standard, block style lettering (no outlines) solid black on solid white backgrounds or solid white on solid black backgrounds. Absolutely no scroll type, wide illegible numbers will be allowed. Also not allowed are numbers overlapping numbers and numbers which are outlines only. Numbers must be all one size and placed straight across the number plates. **NUMBERS ONLY ON NUMBER PLATES.** Do not add decals, etc. Any number plates which the officials find to be non-readable must be corrected before that machine is allowed to race. All rock or chest protectors, if utilized, must have the same number on back as is on cycle.

**GASOLINE**

Gasoline must be produced by a recognized commercial manufacturer and available to the general public. Gasoline as refined shall be Petroleum based. In all cases, the decision of the Race Manager shall be final. An entrant whose machine is barred or who intentionally presents his/her machine for recheck without specific corrections made to the satisfaction of the Official can be disqualified from the event and not allowed to compete.

**OFFICIAL FLAGS**

- Green** – Start of Race
  - White** – One lap to go to finish
  - Red** – Stopping of race for any emergency situation  
May require return to start area
  - Black & White Checkered** – Finish, end of race
  - Yellow** – Danger on Track. Use Caution between yellow flag and problem or danger area\*
  - Black** – Disqualification of rider
  - Light Blue** – Mover over, rider trying to pass
  - White with Red Cross** – Ambulance on Track and/or First Aid requested
- \*Further defined at Rider's Meeting

**STOCK CLASS RULES**

The stock class provides an even competition situation for the riders who have purchased a stock production bike and do not wish to modify it. NMA recognizes that certain changes are allowable in order for the cycle to be safe & reliable for competition use. These changes are listed below in the stock rules. There may be instances where the determination is not defined in the following set of rules. In these cases the decision of the Race Manager will be final.

Stock Class Rules, con't.

1. Must have original engine, carburetor, frame, sub-frame, front suspension, exhaust-silencer system, wheel hubs & friction clutch supplied by manufacturer for that particular model. Must also have original manufacturer's brakes, swing arm and gas tank. Must utilize original shock mounting on frame and swing arm. No change to engine or carburetor components allowed. No port clean up or "Blueprinting" engine allowed, including dimensional matching of parts by selectivity. No removal of gaskets, O rings, springs or other components.
2. No components may be altered, changed or added to. No factory options that contribute to the increase of power or factory bolt-on kits to replace original stock parts will be allowed. (Exception) 12" rim/tire front may be installed on 7-8 and Super Pee Wees.
3. The only exceptions on changes in the stock class will be allowed for safety, such as handlebars, triple clamps, quick throttles, foot pegs, rear shocks, seat/seat covers/padding, fenders, tires, front & rear sprocket, spokes & rims (replacement rim must be same size as original stock rim), Carburetor jets (removable type) may not exceed 25% larger than original stock jet. The frame may be strengthened or repaired by adding metal via welding (or similar). Engine stabilizing or support brackets and skid or protector plates may be added. Chain guides and tensioners will be allowed. Air breather may be removed or replaced and air box may be drilled or replaced. Decals, graphics, clutch and brake levers may be changed and hand guards plastic open ended may be added.
4. On front suspension, springs, valving, internal parts and oil may be changed in forks. All other components must remain stock.
5. Aftermarket pistons and rings will be allowed providing specifications are the same as original factory pistons and rings for that year/model bike. Overbore and stroking not allowed in stock classes.
6. Bike and motor must be assembled by manufacturer and stocked by dealer with brand of motor supplied on that model to be considered stock and must be available to the public without special ordering or modifications from the manufacturer or dealer. The bike must have a manufacturer's model number. All new products must have had 100 or more manufactured and must be in the United States and available to the public for sale as current year thru dealers.
7. Stock qualification is limited to that model year. Definition: You cannot upgrade last year's model to current year specs. All other bike and rider limitations will be per the judgment of the Chief Tech Inspector and will be final. The Chief Tech Inspector will have the decision on any addition or deletion to a machine that affects the operation, performance and appearance.

PEE WEE SPECIFICATIONS

The P.Week class is for riders up through 8 yrs. old except for the SUPER P.WEE class which allows riders through age 9. The P.Week bike is a special model made for this class by major manufacturers and must be designed to meet the following specifications:

All stock bike models must have had 100 or more manufactured and must be available to the United States Public with proof of import submitted to NMA. The maximum P.Week wheel size is Rims 10" & Tires 2.75 x 10" in both Stk & Mod 4-6 Classes. The 7-8 & Super P.Week classes may have a 12" front rim, tire size 2.75 x 12" max.

THE STOCK CLASS engine displacement is 51cc Max. with overbore allowed only to those overbore size pistons specified by original manufacturer of that particular model bike & engine. Oil injection may be disconnected on PW50. Note: Foot or hand-operated brakes may be used on both Stk & Mod P.Week bikes. For further stock class rules, see STOCK CLASS RULES & Technical Safety rules.

- PEE WEE MODIFIED CLASS:
1. Maximum engine displacement is 61cc FOR 2 Stroke, 90cc for 4 Stroke
  2. Engine modification open.
  3. Must use original engine type lower end & cylinder. Sgl. Speed transmission only.
  4. Overall length limited to 37" in 4-6 & 42" 7-8 & Super P.Week measured from axle to axle centers.
  5. Suspension modification open. Handlebar width not to exceed 30"

All Pee Wee bikes must function through a centrifugal clutch. Any other changes or modifications for this bike must meet the approval of the race manager

Approved P.Week Products for 4-6 Stk & Mod & all other NMA P.Week Stk & Mod Classes

COBRA CM50	LEM LX2 RACER
KTM SX50 PRO JR.	SUZ JR 50
ITALJET FAST BOY RCR	HUS-CR50JR
POLINI X1 R	YAM PW50
COBRA CX 50	

Approved P.Week Products for Age 7-8 classes

PRC LX-RR*	METRA KIT MKX50
COBRA 50 KING	LEM LX3 RACER
KTM50 SR LC	LEM R3
KTM SX50 PRO SR	COBRA KING
	POLINI X3 R

Approved P.Week Products for Super P.Week 6-9 Classes:

ALL PRODUCTS LISTED FOR BOTH AGE GROUPS

Note: 12" Front Rim allowed in 7-8 & Super Pee Wee classes only  
\*Mod Only

(Modified or revised 7-8 class cycles cannot compete in 4-6 classes)

ALL STOCK BIKE MODELS MUST HAVE A QUANTITY OF 100 IN THE COUNTRY AND BE AVAILABLE FOR SALE THE CURRENT YEAR.

JR. CYCLE SPECIFICATIONS

The Jr. Cycle class is for those riders in the younger age bracket who compete on the small rim Minicycles. The Jr. Cycle Class is designed for those bikes made by a major manufacturer and have the original product appearance of a small minicycle; the bike must be from the original manufacturer with a manufacturer's model number. The bike may be modified with in NMA technical and safety regulations and per the following.

1. Wheel base may not exceed 47" from axle to axle centers.
2. Handlebar width not to exceed 30".
3. Maximum displacement is 65cc for 2 stroke and 110 for 4 stroke. No overbore or stroking allowed that will exceed class cc limits.
4. Maximum rim size is 14" and minimum is 12".
5. Must function through a multiple speed gear box.

JR CYCLES PRODUCTS

2 STROKE

KAW KX 60	SUZ RM 65
KAW KX 65	SUZ RM 60
KTM 65SX	COBRA CX 65
POLINI XP65R	LEM 65
METRAKIT MKX65	

JR. CYCLE PRODUCTS

4 STROKE

PITSTER PRO 110\*  
POLINI XP4T110\*  
\*MODIFIED ONLY

THE STOCK CLASS for Jr. Cycles is defined under Stock Class Rules within this book.

THE MODIFIED CLASS must meet the following specifications and limits:

1. No shortened or lowered frames or shortened swing arms allowed to reduce a non-confirming bike to meet Jr. Cycle Specs.
2. Modification of the original frame & swing arm are allowed for the purposes of performance, safety or added strength.
3. Must utilize the original engine type lower end & cylinder from that bike model being modified.
4. You cannot assemble a KAW engine into a KTM frame or any similar combination.
5. Change of head, clutch, carburetion, exhaust system, ignition, sprockets & suspension is optional.

MINICYCLE SPECIFICATIONS

1. Maximum length for Minicycles is 52" axle to axle centers
2. Maximum front rim size 17" and minimum rear rim 14"
3. Handlebar span cannot exceed 33".
4. Maximum engine displacement in Minicycles is 85cc 2 Stroke 150cc 4 stroke. The engine can in no exceed the class cc limit. No overbore or stroking allowed that will exceed class cc limits.

MINICYCLE PRODUCTS

2 STROKE  
YAM YZ85  
SUZ RM85  
KTM85SX  
KAW KX85  
HON CR85R  
TM85MX

MINICYCLE PRODUCTS

4 STROKE  
HON 150 R

