

MSXC  
Mid-South Cross Country Racing  
Official Supplemental Rules

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Mid- South Cross Country Racing, L.L.C.

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# Mid-South Cross Country (MSXC) Official Supplemental Rules

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# MSXC - Mid-South Cross Country Official Supplemental Rules

## Introduction

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The Mid-South Cross Country Series, LLC, DBA MSXC (Mid-South Cross Country) is an association of individual promoters and clubs. All of the individual promoter's or club's events that make up the MSXC are sanctioned by the American Motorcyclist Association (AMA), and All Terrain Vehicle Association (ATVA). The MSXC role is to publish an agreed upon frameset of guidelines that provide for consistent events and fair competition. MSXC rules are a supplement to the "AMA Sports Rules Governing Pro AM, Semi-Professional, Amateur, ATV, and Youth Competition" (AMA Rules) rulebook as published in the by the American Motorcyclist Magazine with a few administrative exceptions or clarifications. Within these supplemental rules, some existing AMA rules are re-listed for clarity, emphasis, or more detailed interpretation. AMA Rules, procedures, policies, etc. regarding safety of people, or property always take precedence over any rule mentioned herein. Such AMA rules, procedures, policies, etc. WILL be followed in all cases by the individually sanctioned promoter and organizations.

The following rules are published by the MSXC to supplement the AMA Rules, and are solely applicable to MSXC events. All inquiries or questions regarding applicability and/or enforcement of said rules should be directed to the MSXC. All decisions related to these rules by the MSXC shall be final. Note that many but not all AMA rules are included in these supplemental rules for your convenience. Consult the AMA rulebook for complete details.

*NOTE: items marked in red indicate changes, clarifications, or additions as compared to previous versions of the supplemental rules*

## Chapter 1. DEFINITIONS:

**Web site:** The Mid-South Cross Country Racing Series web site: <http://www.msxcrcracing.com> or <http://www.msxc.com>

**E-mail list:** The MSXC E-mail address list of interested parties. This is a generally non-commercial E-mail mailing list maintained by the MSXC. Instructions for signup can be found on the web site. All riders are **strongly encouraged** to get on this mailing list. The E-mail list is the 1<sup>st</sup> place cancellations are announced, followed by the official website.

**Promoter:** The individual, club, or organization hosting and responsible for the event. **THE MSXC DOES NOT PRODUCE, RUN, OR ADMINISTER INDIVIDUAL EVENTS IN ANY WAY. THE PROMOTER IS AN AMA CHARTERED CLUB OR CHARTERED INDIVIDUAL OR PROMOTIONAL ORGANIZATION CONDUCTING, PROPOSING TO HOLD OR ORGANIZING A MEET.**

**Event:** Any single race, i.e. Youth, Motorcycle, ATV

**"Amateur" events:** The main non-Youth motorcycle and ATV races.

**"Main" events:** Same as Amateur Events

**Minicycle:** A 2 wheeled motor powered vehicle with a wheelbase of **51 inches or less**. It is the rider's responsibility to properly measure the wheelbase and determine minicycle status. Measurement methods are covered in the AMA rulebook.

**Season:** Entire Calendar year beginning with Round 1 of the "Winter Series". One season begins with the Winter Series and ends with the Summer Series, normally October through September.

**Series:** The "Winter" Series, or the "Summer" Series

**ATV:** 4 wheeled all terrain vehicles. 3 wheeled vehicles are not allowed in any competition or use for any reason at any event.

**Rules Committee:** A group of 2 to 4 knowledgeable personnel, usually event promoters or former promoters, assigned by the Chief Manager of MSXC for the purpose of rule interpretation, penalty assessment, etc. This committee may be formed on demand by the Chief manager at his discretion as deemed necessary. The rule committee may be comprised of the Chief Manager only.

**Meet:** An activity during which one or more motorcycle or ATV events and related practices for such events are conducted.

**Rider:** A person who is or will be competing in an event.

## Chapter 2. GENERAL:

1. **The primary, official mode of communication between the MSXC and riders will be the web site and the E-mail list.** Any official announcements or news will be posted to both. It is the rider's responsibility to gain access to one or both of these information sources. Such notices may include cancellations, event location moves, rule changes, etc.
2. Each rider is responsible for the actions of their family, guests, and/or pit crew. Any unnecessary trouble caused by these individuals puts that rider at risk of penalties up to and including disqualification.

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3. All riders and race personnel must assess for themselves the course, facilities, existing conditions and other matters relating to safety. The AMA and the MSXC do not undertake to supervise any competition. All riders and race personnel must rely on their own judgment and assume all risks of participating in competition in any matter.
4. **The MSXC DOES NOT PROVIDE MEDICAL INSURANCE.** The MSXC event promoters DO NOT PROVIDE MEDICAL INSURANCE unless otherwise posted or advertised by the promoter. Riders are advised to obtain their own insurance.
5. MSXC membership is available. MSXC Members will be issued a MSXC member number to use at signup. Class information, **manufacturer information for contingency programs** will be tracked and published in the results **for MSXC members**. Non-member names may not be posted in the results. Membership is not mandatory. All members will have a season overall score calculated and their next season's member number will be reserved based on this overall score. Membership will cost \$20 per year.
6. Entry Fees amounts will be as advertised on the official MSXC official flier available on the website. **A REDUCED ENTRY fee is available to MSXC members**
7. Gate Fee amount will be as advertised on the official MSXC official flier available on the website. Children 4 years old or younger are excluded. Others may be excluded from gate fee at promoter's discretion.
8. A rider may only ride one machine during any event. **A rider who changes machines during a race will be DISQUALIFIED**
9. A rider may only ride one event and one class (i.e. Youth, Motorcycle, or ATV) on any particular event date. Riders who ride 2 events/classes may be disqualified from both.
10. Anyone listed as a promoter, or who has pre-rode the marked course, is prohibited from competing in that event.
11. No rider may pre-ride the course on any motorized vehicle. Riders may be allowed by the promoter to walk or ride the course with a bicycle in order to inspect the course. The promoter may limit the area that can be viewed.
12. Spectators are not allowed on the course. Spectators must restrict their viewing to designated spectator areas. Spectators found "helping" a rider may cause the rider to be penalized, or disqualified. **Spectators on the course who cause race problems or endanger participants may be removed from the property. Riders associated with pit crews or spectators on the course may be penalized up to disqualification.**
13. No one except riders officially entered (in the event in progress) may ride on any portion of the course (or practice area if provided). **(i.e. no ATV riders are allowed on the course while the Motorcycle event is in progress).** Riders on the course who are not part of the event in progress may be penalized, disqualified, and/or asked to leave the event property.
14. **NO PIT RIDING IS ALLOWED AT ANY MSXC EVENT!!!** Pit riding is defined as riding a motorcycle or ATV to be raced in order to "warm it up" or "practice". No person may operate a motorized vehicle at any time if they do not have a driver's license except for youth riders during youth competitions. A youth rider may ride their machine to the start and from the finish back to their transport vehicle only. Due to safety concerns and tight facilities, any rider who is caught pit riding can be disqualified at the promoters discretion up to and including losing all series points. Dangerous behavior will not be tolerated at any event. A helmet and all other required protective gear must be worn while riding at ALL TIMES.  
  
**Any spectator or rider using a machine for transportation on the event property must operate it in 1<sup>st</sup> gear, 5MPH max.** Riders may ride their vehicles for necessary transportation to/from start/finish/signup/etc. ONLY IF they are in 1<sup>st</sup> gear at idle speeds, with helmet. Failure to do so may result in penalties.
15. Race personnel identified by their identifying clothing may ride carefully on the facility while preparing for or managing the events. All race personnel should be identified by consistent markings (e.g. orange colored vests).
16. MSXC events are cross-country events. The course may traverse trails, "fire-roads", fields, creeks, creek beds, and any terrain passable by an off-road motorcycle or ATV.
17. Course lengths will be designed as much as possible such that the fastest motorcycle rider will have no less than 19-minute lap times, and no more than 40 min. Generally this will be a course length between 9 to 12 miles depending on terrain and weather.

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18. Motorcycles will race for 2 hours (minimum of 1 hour 55 minutes) based on the projected overall leaders time. ATVs will race for 1-½ hours (minimum 1 hour 25 minutes) based on the projected overall leaders time. In the event that an event must be stopped early, riders will be scored based on their finish order at the time the event was stopped. If an event is stopped at less than 1 hour (40 minutes for ATV's) from the start of the event, the promoter may restart the event. A race must be run at least 1 hour (40 minutes for ATV's) to count toward overall series points. Classes may be stopped early at the promoter or scorers discretion due to time constraints, weather conditions, etc. When an early stop is deemed necessary, every effort will be made to ensure all A riders **through Masters A** are on the course for the minimum time (1:55 on course) .
19. A course will be marked using high contrast paper arrows indicating the direction of the course.
20. Anytime “**double arrows**” are posted on both sides of the trail, and then the double arrows represent the limits of the course. Riders must stay between the double arrows where they are posted.
21. All riders must remain on the marked course at all times. The “Course” is considered to be the immediate trail as marked with arrows. The course will extend a **maximum of 20 feet to the left or right** of the arrows.
22. Riders found off of the course as defined above are subject to penalties up to disqualification.
23. If a rider leaves the marked course for ANY reason, the rider must enter the course in the exact location where they left it (or must re-enter in a location that is farther from the finish line than where they left the course). In cases where this is not practical, the rider must refuse to be scored for the lap where they were off course. Upon completion of the race, it is the rider's responsibility to immediately dismount, and return to the score tent to verify they were not scored for such a lap. Riders who notify the scorer of the “short lap” will be penalized the lap where the mistake was made. Penalty for doing a “short” lap and **not** notifying the scorer of such error will be disqualification. At the scorers or promoters discretion, and only with significant compelling reasons, such a disqualification penalty may be reduced to loss of a lap.
24. Ribbon, banners, staked markings, etc. always represent the limit of the course. **A rider who rides through any such marking may be penalized up to disqualification.** Tearing down course markings can cause serious event problems, and course misses by other riders. Riders must exercise the proper speed, and control at all times to avoid damaging any such markings, stakes, or barriers. Damage to, or passing through such course markings may result in penalties. If a rider is off the course, intentionally tearing down or riding through a bannered area of the course in order to reenter the course is a violation of the rules regarding reentering the course and carries penalties up to disqualification. **General minimal penalty is 1 lap.**
25. In the event of severe bottlenecks or a traffic jam at a particular obstacle, a rider may get off the course only as far as absolutely necessary to clear the obstacle. The rider must take the shortest line back to the course immediately after clearing the bottleneck, not the shortest line to the finish. On the next lap, the original course must be followed.
26. Slower riders are required to allow faster riders to pass. The slower rider moves the right when possible to be passed on the left. The slower rider must take the first opportunity to allow the faster rider to pass.
27. Blocking, ramming, or any other intentional rider contact is a violation and may be penalized. This is true on the course, checkpoints, and especially the scoring tent.
28. Team tactics will not be allowed. Riders found making a “team” effort to block or otherwise impede another rider may be disqualified from current and at MSXC discretion, next event.
29. Unsportsmanlike conduct by riders or their guests, pit crew, etc. may result in immediate disqualification of respective riders involved. Determination of unsportsmanlike conduct will be the sole discretion of the promoter, officials, or MSXC personnel. Such decisions will be final and not debatable. Unsportsmanlike conduct applied to riders on the course, before the race, and after the race. Inappropriate actions or behavior directed towards any race personnel is considered unsportsmanlike conduct.
30. Fighting, threats, violent or other similar conduct with or to race personnel may result in complete disqualification from the remainder of the series, retroactive loss of all accumulated points, and further disciplinary action by the AMA.
31. All race personnel, riders, officials, mechanics or anyone associated with the riders must not be under the influence of intoxicants or drugs that could affect their normal mental or physical ability.

### Chapter 3. RIDERS, ELIGIBILITY, AND CLASSIFICATIONS:

1. All riders must be current AMA members and have in their possession a valid, current AMA card. If a rider does not have their AMA card at signup, they will be required to signup for AMA as if they were a new member. The AMA will extend your membership by one year. You may petition the AMA for a refund instead but it is the AMA's decision as whether a refund or membership extension will be granted.

#### MINORS, AGE MINIMUMS, GUARDIAN REQUIREMENTS:

2. Per AMA rules: No rider under the legal age of majority in the state in which the event takes place may compete without the written consent (signature on liability releases AND entry forms) of his/her parents or legal guardians present at the meet. An authorized adult acting on behalf of the parents or legal guardians must provide a notarized statement indicating they have been given the authority by the parent or legal guardian to be responsible for the minor during the meet. All releases and notarized statements must be forwarded to the AMA with the referee report and/or injury report. The parents, or legal guardians or authorized adult must remain present while the AMA member he/she is responsible for is at the meet.
3. For minor releases, proper identification of both a legal guardian and minor is required. Copy of Birth Certificate or driver license considered acceptable identification. Non-parental legal guardians must have proper guardianship legal documentation to provide to the promoter.
4. ATV Riders under the age of 18 must have a photo ID. Minimum age to participate in an ATV event is 16 years old. Ages are as of the date of the event.
5. Minimum age to participate in an amateur motorcycle event is 12 years old. Minimum age to participate in an amateur motorcycle event on a 250cc or greater displacement Motorcycle is 14 years old. Ages are as of the date of the event.
6. Youth events have specific age requirements for the classes, see Youth Chapter for requirements.

#### CLASSIFICATION PROTESTS:

7. **Rider Classification Protests: Protests and appeals related to rider classification will be sent to the MSXC for rulings.** The MSXC will make rider classification rulings and handle rider classification related protests. Appeals will be decided by the Rules Committee. The MSXC rulings on rider classifications will be binding to the MSXC only and will be final.

#### CLASS TYPES:

8. Classes available/offered: The exact class structure or which classes will be offered for the season will be published in the season flier. The flier will be available for viewing or download from the website.
9. Youth Classes: Youth Class details are covered in the Youth Chapter
10. Age Classifications: Within the MSXC skill classifications the following age classifications are available:
  - Vet (30 years old or over),
  - Senior & ATV 40+ (40 years old or over),
  - Super Senior (45 years old or over),
  - ATV 50+ (50 years old or over),
  - Masters (50 years old or over),
  - Golden Masters (55 years old or over)
  - ATV classes with identified age requirements (e.g. ATV 16-24 is for riders with qualifying ages 16 or above and 24 or below)

All age divisions may not be offered in all skill divisions. Riders competing in "age based" classes must be the qualifying age at the first event they compete in during the series. A rider may remain in the qualifying class for the remainder of the series if they choose, even if their birth date causes their age to exceed the age limit. Any skill level (i.e. A,B,C) may compete in an age classification that is not explicitly skill level identified (i.e. Golden Masters, ATV 50+).

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See Youth chapter for differences in youth age rules.

11. **Displacement classifications:** Within the MSXC skill divisions the following classes may be offered. Each of these classes will be based on the machines actual engine displacement as indicated on the factory cylinder markings or by bore and stroke calculations. A machine may qualify for the class only if its displacement is within the indicated range.
  - 200cc (0-200cc),
  - 250cc (201-250cc),
  - Open (251cc and over).
  - “Light” (i.e. Light A, Light B). 250cc and below 4-strokes, or 200cc and below 2-strokes.
  - “Heavy” (i.e. Heavy A) 251cc and larger 4-strokes, 201cc and above 2-strokes,

Note: 4-Stroke specific classes may be split into 300 4-Stroke (0-300cc) and Open 4-Stroke (301cc+). 4-Stroke classes not specifically split will allow any 4-stroke engine size.

In classes where all displacements are not offered, then the range of the adjoining class will be increased to encompass the “missing” class (i.e. with no Open class, the 250cc class becomes 201cc and over.). .

12. **Skill classification:** The MSXC defines 5 separate skill divisions of riders. The MSXC series class definitions go beyond the AMA basic designations to allow for more divisions in skill levels. The intent of these skill level classifications is to allow for fair competition between riders of similar skill levels. **Riders should choose the skill classification appropriate for their skill level or risk forced advancement (see Promotion below).**

**The skill classification descriptions below are relative and do not represent that the MSXC, AMA, or promoter has assessed the abilities of the riders:**

- a. **Expert: "AA/Pro" – Highest skill level.** Riders who must ride in the MSXC expert classes: Current GNCC Pro riders, Top 10 AMA National Hare Scrambles Riders, any other rider who would fall into this skill level based on past performance or organizational rankings. Any rider who rides an Expert/Pro class in ANY other like competition at any time during our series must ride expert in our series for that season. Any rider who qualifies for advancement to Expert by MSXC rules. **A rider who meets the following criteria is not forced to ride Expert in the MSXC: 1) was riding at the expert level in another series prior to the start of our series. 2) will not be riding the expert level in the future in the same series. 3) the rider is 100% eligible to move to down to the other series’ “A” division prior to the start of our series.**
- b. **Advanced: "A" – High skill level.** Any rider who rides in an “A” class in any other like competition, or any rider formally advanced to the A class by the AMA or MSXC must ride in an Advanced Classes. Any rider who qualifies for advancement to A by MSXC rules.
- c. **Intermediate: "B" – Medium skill level.** Experienced or generally a faster competitor than the Novice class but less than the Advanced class. Any rider who rides in a “B” class in any other like competition, or any rider formally advanced to the B class by the AMA or MSXC must ride in an Advanced Classes. Any rider who qualifies for advancement to B by MSXC rules.
- d. **Novice: "C" – Relatively slower riders as compared to the Intermediate class.** These classes are meant for riders who are not at the competitive level of the intermediate class but have enough experience to not be considered beginners. The *Junior MC* class will be considered a C class.
- e. **Beginner – Relatively inexperienced or new riders.** Riders in this class must not have ever trophied in any AMA sanctioned Hare Scramble, cross-country event or non-Youth Motocross event.
- f. **Youth Classification** - See Youth chapter for Youth Class descriptions, requirements, and details.

### CLASS MOVEMENT:

13. **Classification advancement and PROMOTION:**

- a. MSXC may make changes to rider classification advancement methods at any time during the season. Advancement method changes made during a series or season will take effect at the end of the season or series (i.e. a change that would cause a

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rider to move up to a higher skill division would take effect at the end of that season or series and said rider would be advanced based on change made). Exceptions to this will be determined by a vote of the rule committee.

- b. Riders who are, or who expect they will be, riding at the next higher skill level should move to that level on their own accord, without provocation or encouragement from protests, the AMA, or the MSXC. In the interest of good sportsmanship and fair competition, a rider should not wait until they are forced to move to a proper classification.
- c. Riders found riding in a classification with a skill level consistently above their current level (“sandbagging”) **may be advanced mid-season by arbitrary review and decision of the MSXC rule committee.** Generally, invocation of this rule would be appropriate when a rider started the season riding above the level, but not for a rider who started the season riding at a class-appropriate level.
- d. On extremely rare instances the AMA may accept a petition for a rider to move back (demote) one classification (i.e. A to B, B to C). Per the AMA any such rider demotion is not a “lifetime” change. Demotions are never meant to allow competitive riders to dominate in a demoted classification. Therefore any rider who
  - a) was originally force advanced by the AMA, MSXC or any other recognized series from the current demoted classification (e.g. B to A) AND ;
  - b) has earned (5) or more 3<sup>rd</sup> place or better or (3) or more 1<sup>st</sup> place finishes in any like competition since their demotion, counted retroactive to the date of demotion are automatically advanced to the original, next higher classification regardless of other advancement rules. **Such advancement must take place immediately and may occur mid-season.** Race exclusion petitions will be accepted by the MSXC. Re-advancement exceptions may be handled by standard AMA petition procedures. Any points earned in the lower classification prior to such advancement are forfeited and removed retroactively.

Riders found in violation of this rule who do not self advance will be disqualified. The MSXC will accept protests or notification of such violations by any rider, or crew member.

IN ORDER TO AVOID A MID-SEASON ADVANCEMENT, ANY RIDER RIDING UNDER A TEMPORARY DEMOTION PETITION MUST ASSESS FOR THEMSELVES, PRIOR TO THE START OF ANY SEASON, THEIR COMPETITIVE LEVEL AND CHOOSE THE APPROPRIATE CLASSIFICATION. This rule does not supercede the previous rule and the MSXC still reserves the right to advance any riders deemed to be riding at a classification below their current ability.

- e. Events may be excluded from automatic/forced rider advancement calculations at the discretion of the MSXC. Such exclusions may happen at events where course problems or weather problems caused inconsistent results among normal place distributions.
- f. MSXC may check or inspect a rider’s classification eligibility at any time. MSXC is not obligated to do such inspections except by official protest. Other riders in the same class may make rider classification protests (see protests) which will result in the inspection of a riders classification eligibility. MSXC will make an effort to promote riders based on the forced promotion criteria for each class. One a rider is promoted; they must ride in the new classification or be disqualified.
- g. Riders are not force-advanced based on their Summer Series results except in rare cases. Advancements will take place after the conclusion of the Winter Series and become effective on the start of the following Winter Series.
- h. A “*trophy level*” rider is a rider who had a finish place in the top 40% (rounded up) of the event's class AND who made the minimum number of laps (50% of the class leader, rounded up).
- i. An “*advancement-qualified finish*” is a finish is where, based on adjusted finish times, the rider was as fast or faster than a “*trophy level*” in the comparable class of the next higher classification. The comparable class will be equivalent in age or displacement (e.g. 200 B compares to 200 A, Vet B compares to Vet A, etc.). Where a no exact comparable class exists, the comparison class(es) will be those the rider could have ridden in the next higher classification (e.g. "300 4 stroke C" could compare to Light B, 4 stroke B, and Open B). Where multiple comparisons classes exist, the majority comparison results will be used.
- j. Riders will earn **15 advancement credits** for each event where the rider had an advancement-qualified finish. A sample advancement-credit calculation is listed in Appendix A.

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- k. Riders who place in the top 10% overall of any Winter Series event will earn **20 advancement credits** for each such finish.
  - l. **Advancement credits will start at 0 each season, and any B or C rider who finishes 1<sup>st</sup> or 2<sup>nd</sup> overall in their class will receive 40 advancement credits.**
  - m. Advancement credits have no relation to a rider's "points". All riders' finishes will be examined for advancement qualification regardless of points tracking participation.
  - n. In cases where a few seconds would cause a rider to miss advancement points based on these rules, the MSXC reserves the right to award advancement points to the rider based on the very close performance. This will generally only apply when there were several events where the rider was very close.
  - o. **Forced promotion TO Expert (A to AA) class:**
    - 1. Top 5 overall motorcycle riders from previous Winter Series, and the Top 3 overall ATV riders from previous Winter Series. Must compete in the AA/Pro class the next season.
    - 2. Any rider who competes at the Motorcycle AA level at any event during the season must stay in the expert level for the remainder of the season. An ATV rider who was not force-advanced to the Pro class, and who has not placed in the top 10% while riding the pro class, and who has ridden 2 or less events in the Pro class may return to an A class.
    - 3. Riders 40 or more years old, who do not ride expert (Pro AA, etc) classes in other like competition, may choose to compete in an A class, regardless of Winter Season overall finish position, and these riders may move into or out of the Expert class during a season.
  - p. **Forced promotion to the Advanced (A) class:**
    - 1. A "B" rider who placed 1<sup>st</sup> overall in the previous season or 2<sup>nd</sup> overall in their class for 2 out of 3 seasons must move to an A class the next season.
    - 2. **A "B" rider who placed 1<sup>st</sup> or 2<sup>nd</sup> in the previous season must move to an A class the next season.**
    - 3. A "B" rider who earns 40 or more advancement credits must move to an A class the next season.
  - q. **Forced promotion to the Intermediate (B) class:**
    - 1. A "C" rider who places in the top 15% overall of any 2 Winter Series events must move to the B class **AT THE NEXT EVENT**. (Points will not be transferred).
    - 2. **A "C" rider who placed 1<sup>st</sup> or 2<sup>nd</sup> in the previous season must move to a B class the next season.**
    - 3. A "C" rider who earns 40 or more advancement credits must move to a B class the next season.
  - r. **Forced promotion from Beginner to Novice (C) class:**
    - 1. Any rider over 17 years old or older who wins an award in this class must move to a C class **at the next event**.
    - 2. Any rider 16 years old or less who wins an award 3 times in the Beginner class must move to a C class **at the next event**.
  - s. **Promotion from Youth classification to Amateur:** Youth riders who qualify in age and machine type may advance themselves to an Amateur Classification but no forced advancements from the Youth classification will be imposed. Youth riders can advance directly to a "C", "B", or "A" class depending on their skill level. A qualified youth rider may return to a Youth class as long as age and machine requirements are met.
14. Classification DEMOTION / Moving back to a lower classification:
- a. Class Advancements are considered permanent but may be changed by a written request to the MSXC. Evidence or supporting reasons should be included in the request. Request must be accompanied by \$50 administrative/research fee. Only riders who are completely uncompetitive in the class, and who would not dominate the lower class will be considered for return to the intermediate skill classification. "Sitting out" a few seasons, time off from injuries, are not generally causes for classification demotion. Requests must be sent to the MSXC, not the AMA. Appeals to the AMA may be challenged or overturned. In **extreme** cases, requests to return to the Novice class will be considered. Granting of such requests will be rare and only when clear, indisputable records or evidence exists that a rider is incapable of competing at the current level. It is the intention of the MSXC that the SPIRIT of this rule be followed to insure that the correct riders are riding in the proper skill level classification.
  - b. **Demotion (A to B):** A self advanced A rider who previously competed at the B level, may move back to the B level if they have participated in no more than 2 events at the A level. In the case of participating in 2 events at the A level, both events

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may have been a Winter Series event. No written request required. This does not apply to forced-advanced riders. This may only be done once.

- c. **Demotion (B to C):** A self-advanced “B” rider, who competed at the “C” level last season, may move back to the “C” class if: a) they have participated in no more than 2 events at the “B” level, and b) they meet the classification requirements for the “C” class. In the case of participating in 2 events at the “B” level, only **one of the 2** events may have been a Winter Series event. No written request is required in this case, and this may only be done once.
- d. **Demotion (C to Beginner):** Advancement to the C class is permanent and may never be changed for any reason back to the Beginner skill classification.
- e. **Movement from Amateur to Youth:** A “Junior MC” rider may return to a Youth Classification if their skill level makes the move appropriate. Otherwise, a qualified “C” or above rider may return to a Youth classification providing they have not ridden at a *trophy level* in an Amateur event.

### **Chapter 4. COMPETITION APPAREL MINIMUM REQUIREMENTS:**

1. These requirements are AMA minimums to compete. Additional safety gear is recommended. Rider’s not meeting these requirements may not compete and may be disqualified if they do.
2. Eye protection in the form of shatterproof goggles, or appropriate and secure safety glasses must be worn during all competition.
3. Protective pants and jerseys must be worn during all competition.
4. Protective boots must be worn during all competition. AMA requires boots must be at least 8” high. Youth riders must have a minimum of leather or similar protective material “high top” boots completely covering the ankle and lower shin.
5. Safety apparel must be worn at all times during competition.
6. A helmet must be worn at all times when operating a motorcycle or ATV. This includes the event, transporting to the start line, pit area, etc. A rider not wearing a helmet while operating a vehicle can be penalized or disqualified at the promoter’s discretion.
7. **It is the rider’s sole responsibility to select a helmet and safety apparel which will provide adequate protection.**

### **Chapter 5. EQUIPMENT:**

1. Handlebars must be made of steel, aluminum or other suitable mass manufactured types. Repaired, cracked or broken handlebars are prohibited.
2. Gas tanks must be in good condition. Leaking tanks are prohibited. Gas may not be carried except inside machines manufactured gas tank.
3. Every motorcycle will have a functional kill switch
4. **Every ATV must have a functional tether type kill switch.** It must be attached to the rider as designed to facilitate an engine shutdown in the event the rider is separated from the ATV.
5. Maximum overall tire width for ATVs is 50”.
6. All Motorcycles and ATVs must have functional front and rear brakes and a self-closing throttle.
7. All ATV front bumpers must be of a tubular design with no sharp protruding edges.
8. All machines must have functional silencers. **Exhaust systems must not exceed the maximum sound level of 94db (A)** as measured at 20 inches from the exhaust exit. Sound checks are not required by the promoters but a promoter may disqualify a

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machine deemed to be too loud. Silencers must remain on the machine for the entire event. Disqualification of one machine by a promoter does not mandate a test of all other machines.

9. All machines must be in good working order with no loose parts, no leaks, and overall mechanically sound condition. Vehicles may be disqualified from competition due to safety considerations at the promoter's discretion.
10. Radio communication with the rider is prohibited. Radio communication with field personnel or pit crews is allowed as long as it does not interfere with the event promoter's frequencies in use. Interference with official radio frequencies can result in rider penalties.
11. The referee may disqualify any vehicle that does not conform to the rules. They may inspect any part of a vehicle entered into an event at any time before, during or after an event. A rider refusing inspection is automatically disqualified from the event and can be disqualified from the series at the MSXC discretion.
12. An inspection by the referee or any other official does in no way mean they have deemed the vehicle safe but only that it has met the rules or rule for which it was being inspected. It is the rider's sole responsibility to determine the condition of the vehicle and riding equipment.
13. The machine a rider starts on is the machine the entire event must be completed on. At no time may a rider change machines during an event. If a rider's original machine becomes inoperable, the rider **MAY NOT** return to the course and ride for "practice" or any other reason. **Standard penalty will be disqualification.** This may be reduced under of specific circumstances.
14. A rider may display any number on their number plate except: White letters on a red background are reserved for the Expert class riders. Riders with white or red numbers are expected to be in the Expert class.

### **Chapter 6. RIDERS MEETINGS:**

1. Riders meetings are **MANDATORY**. All riders are required to attend the riders meeting. Riders who receive penalties due to missing information provided at a riders meeting will be upheld.
2. The start of the riders meeting will be signaled using a horn, or megaphone. All riders are required to turn off engine during riders meeting regardless of their proximity to speakers or meeting. This included all riders in the pit area, warm up area (if available) and all other locations within earshot of the riders meeting. Riders failing to stop engine or interrupting a meeting may be penalized.
3. Riders meetings will be either a) "on the line" 10 minutes prior to start or b) 20 minutes prior to start in an area designated at signup.

### **Chapter 7. START:**

1. Youth will start at 8:30 AM local time. Motorcycles will start at 11AM local time. ATVs will start at 2PM local time. Watch for time zone changes.
2. MSXC events will be dead engine starts except: Youth Peewee start live. Youth Mini classes start live. Depending on class sizes, Youth Mini may be required to be off the machine and have both feet on ground for better initial rider spacing on start.
3. Class starting order will be standardized each season by the MSXC and all promoters at all events will use the same standard starting order.
4. Starting order will be marked with signs on stakes to identify class rows. Classes may be combined on one row but only as dictated in #3 above. Large classes (>40) can be started on two rows. Both rows will start at the same time.
5. Riders must line up at right angles to the starting line signs in a neat orderly fashion, starting **NO FARTHER THAN 10 feet** from the start line stake or marking, **NO FARTHER THAN 10 feet** apart between riders. Riders must line up to the start field side of

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all stakes and markers. Riders MAY NOT move start line stakes, or lineup outside the markers unless explicitly directed to do so by the starter. Riders who are not lined up properly may cause false starts in the next class and thus may be penalized for failure to comply. Penalty if imposed will be loss of 1<sup>st</sup> lap score.

### 6. MSXC Start Procedure:

- a. The starter should be clearly visible to the entire start line and wearing identifying clothing.
- b. A green flag will be used to start the event.
- c. The starter will give the signal to kill engines about 30 seconds before the start. This signal will be flat hand motioned across starter's throat.
- d. **ALL RIDERS, ALL ROWS, ALL CLASSES, MUST KILL THEIR ENGINE.**
- e. The starter will hold the flag down to their side. At approximately 10 seconds before the start, the starter will raise the flag above their head to signal the 10 second until start.
- f. After about 10 seconds, the starter will drop the green flag
- g. **AFTER THE FLAG IS DROPPED**, riders start their engines and go.

### 7. Classes will start 30 seconds to one minute apart unless otherwise directed at riders meeting.

### 8. ANY RIDER FOUND STARTING ON THE WRONG ROW will be penalized a minimum of one lap, a maximum of disqualification. At scoring time, the rider's FIRST lap will be removed and their place recalculated. A rider who starts on the wrong row and only finishes one lap will have their score placed so as to be last in their class 1 minute behind the next rider.

### 9. Any rider who has a false start (starts before the green flag is raised) must return to the line behind their class and start with the next class. A rider who has a false (early) start and does not return will be penalized a minimum of one lap.

### 10. Any rider whose machine does not start within 30 seconds of the start must remove their machine from the start area immediately. Such a rider may reattempt to start their machine with the next class. A rider who does not clear the start line in time for the next class start may be penalized. Once the starter has given the "engines off" signal, NO ENGINES are to be started including any from prior classes who have not yet started.

## **Chapter 8. SCORING:**

### 1. MSXC Winter events will use an approved electronic scoring system. Summer series events may use any approved, reliable scoring method that includes proper/reliable backups.

### 2. **The scoring tent is an extreme high caution area. Riders must enter the tent in quickly, but in full control, at a speed allowing a smooth stop. Riders who do front wheel wheelie stops, sliding stops, wheelie out of the tent, slide into the tent, run into the tent, run into scoring personnel, ram riders in the tent, etc. are subject to penalties of lost laps, or disqualification depending on severity. Riders who make contact with scorers or equipment due to speed or control issues will have a minimum penalty of one position, maximum of season disqualification. Any damage to equipment in the scoring area will result in fines AND repair costs.**

### 3. For events scored with the Score Machine system, the scoring tent has a "traffic signal" that is displayed in the tent to the rider's right. Riders should turn their head to look straight at the signal when entering and while inside the tent. The signal has 4 pieces of information for the rider: 1) A red light that when lit indicates the rider has not been scored and should stop. 2) A green light that indicates that the rider has been scored and may proceed. 3) A numeric display indicating the riders (unofficial) place in their class. 4) A sign indicating the race is in progress (green), one lap to go (white), or Race Over (checkered).

### 4. Riders should come to a complete stop to be scored. It is the rider's responsibility to be scored. Riders who fail to stop, or who "coast" through the score tent or checkpoint may not be scored. Upon entering the tent, the "Red light" will be on. When and only when the light switches from red to green has the rider been scored. When the green light turns on the rider has been scored and may leave the tent. Leaving the tent prior to being scored may result in no score for the rider.

### 5. If a rider accidentally leaves the tent without being scored, they must move out of the way of any riders behind them. After all traffic has cleared the tent, the scorer may manually enter the rider's number. A rider who refused to clear the tent or wait, may not be scored. A rider who enters the tent backward on a machine may be disqualified. In the event of a missed score, a rider may dismount and enter the tent on foot to be scored as long as their machine does not block the course.

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6. When being scored, the rider must make every effort to clear the tent quickly as to not create bottlenecks. No pit activities, finding drink water tubes, adjusting, checking mechanical items, etc. will be done inside the scoring tent. Riders must come in quickly, stop be scored, and get out. Nothing else. Riders causing delays in the tent may be penalized.
7. Riders are not allowed to pit, gas, get water, etc. at the scoring stations. Interference with other riders being scored could result in penalty up to disqualification.
8. Riders are not allowed to converse with scoring personnel during the event except to report emergencies. The scoring personnel are not allowed to answer general questions (i.e. how many laps to go) as this may cause delays in scoring other riders.
9. All riders will enter the scoring area in single file and at no time should the front tire pass the rearmost part of the machine in front or penalties may be incurred. **Penalty for Passing inside the scoring is disqualification** (exception is if the rider is specifically and clearly instructed to do so by the scorer). Causing a rider in front to fall due to contact from the following rider may also result in disqualification.
10. If a rider kills their engine in the scoring tent, and IF no riders are behind them, they rider may make a QUICK attempt to start their machine. A rider who kills their engine must dismount and remove the machine from the tent immediately. Failure to remove the machine from the tent while holding up other riders may result in penalties. Riders removing their machine must move the machine at least 15 feet beyond the tent exit and clear of exiting riders.
11. Riders are required to use the barcode label and the helmet number given to them at signup. Riders who fail to use the provided number will not be scored. Riders who use the wrong barcode, or fail to cover a preexisting barcode label may be penalized up to disqualification if their incorrect number caused other scoring errors.
12. If the rider is provided with a rear helmet sticker/code/tag they are required to use it and display it properly. Failure to do so may result in penalty of one lap.
13. No rider shall bear more than one number label on the left side of the helmet. Riders with old numbers or multiple numbers may not be scored and may be penalized if the old label causes problems. All other bar codes should be covered or removed.
14. It is the rider's responsibility to insure their barcode label is placed on their helmet correctly, the correct location is: Along the lower left edge of the helmet, just below the left ear. The label's barcode should be in line with the centerline of the rider's neck. The barcode part of the label should not cover any vents where it may be punctured or torn. Riders who fail to place their number in the correct position may not be scored. Riders claiming missed scores will be required to show their helmet with the barcode label in the correct position.
15. It is the rider's responsibility to insure the number provided does not come off during an event. The helmet must be completely dry and oil free prior to placing the barcode label. The labels supplied have sufficient adhesion to remain affixed to the rider's helmet if the helmet is properly cleaned before the label is applied. Taping the label to the helmet in lieu of using the labels own adhesive backing is not advised. A rider who is missing their bar-code label may not be scored. Riders claiming missed scores will be required to show their helmet with the label in the correct position. Labels that are "stacked" on top of old labels are at risk of being torn off and "stacking" should not be done. Minimum penalty for a missing barcode is loss of one finish position, or one lap depending on severity of problems caused. .
16. Scoring personnel will assist any rider with questions about label placement prior to an event.
17. All MSXC Winter Series events shall have one woods check. Woods checks will be placed to discourage course cutting and normally will be at about the course midpoint. Riders shall not stop at the woods check on the first lap of the event. It is the rider's responsibility to be recorded at the woods check. The same rules apply to woods checks as the primary scoring tent.
18. In the event of a stopped event, the event may be scored based on the current standings of all riders as they finish or the race may be scored based on the current standings of all riders at some particular point in the race (i.e. end of lap 2) at the promoters or scorers discretion.

## **Chapter 9. FINISH:**

1. The “White flag” sign will be displayed in the scoring tent to indicate the leader is on their last lap and will receive the checkered flag when they finish the lap. The “White Flag” sign is a sign reading “ONE MORE LAP TO GO” and will be displayed below the “traffic signal”. The white flag will be displayed to the leader when it is estimated that the leader will have rode the minimum event time upon completion of one more lap.
2. When the leader has completed one lap after the white flag is displayed, the race is over. The “Race Over” sign will be displayed on the scoring signal. The race may be declared “over” early or prior to the leader at the promoter’s or scorer’s discretion in order to clear the course of slower riders for the next event, clear course before dark, clear course due to track conditions, etc.
3. **Large yellow "signs" will be prominently displayed on each side of the course near the scoring tent, typically 25 to 75 feet from the entrance.** These signs mark the strict no passing and high caution zone. Riders passing in this area may be penalized. Normal penalty for passing in this zone, but not inside the scoring tent will be loss of the offending lap's score. Within the no passing zone, no part of the front tire should pass the rearmost part of the machine in front. Riders must be in single file.
4. Riders may pass within the no-passing zone if the passed rider is on a disabled machine AND they are directed to do so by scoring personnel.
5. If a “Checkered Flag” is displayed prior to 25 feet from the scoring tent, then the race is considered over at that point and no passing may be done beyond that point. Such checkered flag will be waived by race personnel or affixed to barrier posts prior to the scoring tent. A checkered flag is not required to mark the finish line 25 ft. prior to score tent.
6. After the checkered flag is displayed (even if it is displayed early) the riders who remain on the course will have 1½ times the leaders finish lap time to and make it back to the scoring tent and clear the course (i.e. if the leader lap time was 20 minutes, remaining riders have 1½ x20=30 minutes to clear the course). Any rider who does not make it to the scoring station before it is closed will be scored on based on their previous lap (if they made one). Scorer may extend the scoring close time at their discretion.
7. It is the rider’s responsibility to see and take notice of the “RACE OVER” indicators. Riders must not re-enter the course after the “Race Over” and/or “Checkered flag” has been displayed indicating the end of the race. A rider who re-enters the course and completes a lap after the checkered flag is displayed will be penalized. Penalty will be loss of the “extra” lap score plus the loss of the score for the last lap completed.
8. DNF will be assigned to any rider not completing at least one lap.
9. Riders must complete the course on their own or their machine's power. A rider may push their machine to the finish line but may not be helped by spectators, crew, etc. A rider may not block the course in order to push their machine across the finish line. A rider pushing their machine to the finish must do so on the regular course to be scored.

## **Chapter 10. RESULTS:**

1. All class results will be posted after the last rider is scored. Results will be posted by class and include the riders helmet number, rider name, and manufacturer brand indicated at signup.
2. Riders in contingency programs must check the results to ensure they are correct. Correct manufacturer must be checked. Corrections must be provided to scoring personnel in writing or the rider MAY LOSE CONTINGENCY credit. Only MSXC members will have guaranteed manufacturer tracking. Non-member manufacturer data will not be available.
3. Riders are not allowed to remove the posted results unless directed to do so by the referee or scorer. If a rider has a question or problem with the posted results the referee should be informed and protest procedures followed if appropriate.
4. 30 minutes after the results have been posted, the protest period is closed and the results are final. Any errors found after the fact will not affect award positions.
5. In the event there are no protests, and all riders are present, the protest period for a class may be reduced.

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6. In unusual circumstances where obvious human error was involved, and it is clear beyond doubt that the scores are incorrect, then at the discretion of the MSXC, finish positions may be corrected if: 1) The error is found or brought to the attention of the scorer within 24 hours OR 2) if no results have been forwarded to factory contingency programs. Such corrections will not affect Trophy awards as awarded after protest period.
7. It is each rider's responsibility to view his or her score during the protest period to verify it is correct.
8. Scores displayed in the score tent are "unofficial". Scores at race time may be adjusted prior to posting due to errors in signup, disqualifications, penalty assessments, etc. and it is each rider's responsibility to check their final score on the official posted results.

### **Chapter 11. PROTESTS:**

1. In general AMA Protest procedures will be followed. Additionally:
2. Rider classification protests will be forwarded to and decided by the MSXC. In cases where rider classification protests cannot be decided due to lack of information at the time of the protest, then the ruling will be in favor of the person being protested.
3. A rider, who is currently signed up for points, may request a "Rider classification report" from the MSXC for a fee of \$50. This report will reflect, based on last season's results or any other information provided to the MSXC, if a rider in the same class as the requestor is in violation of any rider classification rules. The request for this report must include the requestors name, address, phone number, class, AMA number, a check for \$50, any other information related to the specific issue, what classification the requestor thinks is appropriate for and the name of the rider in question
4. Any rider competing in an event may make a protest to the referee regarding rules violations by riders participating IN THEIR CLASS. The protest must be made IN WRITING, citing the rider making the protest, rider being protested, class both riders are in, rule being violated, and accompanied by a \$25.00 protest fee from every protesting party for every issue being protested. The protest must be made before the end of the protest period of 30 minutes after scores are posted. The written protest and the fee must be given to the events referee. In the event that the referee is unavailable, the protest may be given to the scorer pending review of the referee.
5. No rider protests will be accepted after the protest period.
6. Rider Classification protests and appeals will be forwarded to and decided by the MSXC.
7. If the referee decides in favor of the protesting party, he will refund the protest fee to the protestor. If the referee decides against the protesting party, he will forward the written protest and the fee to the AMA (MSXC for Rider Classification Protests). If the referee denies a protest involving engine displacement, all fees will be turned over to the rider who was protested.
8. A referee has the authority to disqualify or impose penalties on riders as a result of a protest. A disqualified rider loses all awards, points, etc. from that event. Protest decisions can be retroactive to other series' events at the MSXC rules committee's discretion.
9. Any legitimate expense incurred by the referee due to the protest must be paid by the protesting party. The referee may demand from the protestor a deposit sufficient to cover such expenses. This could include: transportation of an impounded vehicle, award postage, and any off-site work costs performed on the protested rider's vehicle.
10. The MSXC may promote riders based on rider classification rules. With such promotions the riders will be posted on the website and E-mail list. Additionally, the MSXC will make an effort to notify the rider via postal mail. Promoted riders may appeal such promotion at no charge. Any such appeal must be made to the MSXC with appropriate documentation stating the case to not promote. MSXC will rule on such appeals and rulings will be final.

### **Chapter 12. AWARDS:**

1. Amateur class's awards will be in the form of a Plaque or Trophy.

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2. Awards will be presented to riders after the protest period.
3. Award quantities will be initially published on the current flier. Award quantities may be adjusted up or down depending on average class participation. The MSXC will continually adjust award quantities to reflect 40% (1 award per every 2.5 riders) of the average class participation. 50% (1 per every 2 riders for youth classes). Maximum of 8 awards in any class.
4. In the event of any unexpected problem that prevents the scoring of the event in a timely manner, the scores will be calculated and the results posted AFTER the event, within 48 hours. In such cases, awards will be mailed to the award recipients. Mailings will be based on current AMA card address on file with promoter. After posting, riders will have 24 hours to provide any protests in such cases.
5. **Cash Awards: The only classes that will offer a cash award are the Expert (AA, ATV Pro) classes. Expert class payout will be \$500.00 for AA and \$500.00 for ATV Pro at all events with minimum 3 riders in each class. If there are only 2 riders in a class only 1<sup>st</sup> and 2<sup>nd</sup> places will be paid. Payback schedule as follows:**

1 <sup>st</sup> place	-	\$250.00
2 <sup>nd</sup> place	-	\$150.00
3 <sup>rd</sup> place	-	\$100.00
6. End of season (banquet) award quantities will be calculated using the same formulas as during-season awards and be based on end of season class averages. Unusual events (unusual high turnouts, co sanctions, or unusually low turnouts, etc.) may be excluded from this calculation. See point's chapter for award qualification. There will be an award for the overall B rider and the overall C rider, in motorcycle and ATV, at the end of season awards banquet.

### **Chapter 13. POINTS:**

1. Points will be awarded and tracked for all MSXC Members in the class they register for (or officially change to).
2. Riders may change points classes at any time. However, the rider must notify the MSXC in writing that the change was made. Notification may be in person by note, or by E-mail. There is no charge to change classes during the season.
3. Points may not be "carried over" from one class to another.
4. Points riders who change classes Mid-series may only receive one end-of season award. End of season points will be based on the class with the highest finishing place.
5. Point's accumulation will begin with the event where the rider signed up for points. A rider must be signed up for points prior to the event to receive points for that event.
6. In multi-sanction events, riders specifically identified themselves as riding in or from a different series may, at the Series discretion, be excluded from MSXC point's calculations as if they did not participate. Riders identified as MSXC riders or not identified specifically with other series (e.g. local riders) will be counted as normal. This will have no bearing on the event's award positions.
7. In the cases of non-regular class divisions to accommodate multi-sanction events, regularly undivided MSXC classes will be combined and scored for points based on adjusted finish times. (i.e. 250-Open split into 250 and Open).
8. A rider must complete at least ½ of the class leader's laps to be eligible for MSXC awards and/or points. If the class winner completes an odd number of laps, the total will be rounded down to determine finishers (e.g if the class leader completes 5 laps, 2 laps must be completed to receive points). It may not be necessary to ride to the checkered flag to finish an event and be eligible for class points/awards. The MSXC may declare a race as a "bad weather race". If such a declaration is made, a rider may complete less than ½ of the class leaders lap to be eligible for points.
9. "Work Day" points treatment will be available to riders who have done a significant amount of work on an event AND who work the event the entire day of the race. "Work Day" points qualification will be provided as follows:

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- a. Rider must complete “Work Day Points” form available on the website in the points section. This form must be submitted to the MSXC points keeper **no later than 6 weeks prior** to the event the rider will be working.
- b. Rider may apply for only one work day event per Season
- c. Once the form is received and the 6 week deadline has passed, the application may not be revoked.
- d. On the day of the event, the Promoter must certify that the all applying riders have done significant work on their event and are necessary participants in running their event. It is the promoter's or MSXC discretion as to who has done “significant” work. **Under no circumstances should work day points be applied for because a rider was injured.**
- e. On the morning of the event prior to the first youth race, the rider must present themselves to and register with the scorer or MSXC Officer **in course-worker identifying attire**. It must be completely evident the rider is a course or event worker.
- f. An approved work day rider who fails to meet conditions d. and e. above will receive no points for the event, even if they choose to enter and compete in it.
- g. A qualified rider will receive “Work Day” points. The points awarded for the work event will be the average (rounded up) of the previous and next events with earned points (points > 0). When a previous or next event is not possible, the 2 closest events with points scores >0 will be averaged.
- h. “Work Day” points will be treated as a normal entry and score for the purposes of end of season awards and minimum events.

10. **The number of events to use in determining points will be the riders best event scores AND a rider must enter the minimum number of events to qualify for end of season awards. The minimum will be 2 less than the number of counted scores. Minimum events must be “entries”, not finishes. A DNF does count. Participation in any class counts. Youth points riders will use the same numbers below minus 1 (e.g. for a 12 event season a youth rider will have best 9 scores and minimum of 7 events required). "Best scores counted" applies to class and overall points. In the case of overall points, the same number of “drops” applies.**

Season Events	Best Scores Counted	Minimum Event Entries Required
10	8	6
11	9	7
12	10	8
13	11	9

11. Points will be calculated for end of season awards. The rider’s class points scores will be totaled for end of season awards. Riders not entering in the minimum events will not be considered for awards
12. Under no circumstance will a “C” classification rider be eligible for more than one end-of-season award.
13. MSXC members will have their season overall score calculated and tracked. The end of season overall score will be use to determine next season's MSXC membership number.
14. A rider who receives a disqualification penalty will be put on “points probation” for the remainder of the season. While on probation, the rider is not required to count the 0 score as one of their best scores in points calculations. The DQ may be used as one of the riders “drops” in points calculations  
  
If the rider on probation receives another rule related penalty during the season, the probation will be considered violated. A violation of probation will result in a mandatory 0 in points calculations for any DQ received during the season, displacing the next highest score(s). Such mandatory 0 may not be “dropped” and must be counted as one of the riders “best scores” in points calculations.
15. Ties in points will be broken by counting the rider with the most 1<sup>st</sup> place points awarded, 2<sup>nd</sup> place points awarded, etc. until a winner is determined. If this does not result in a tiebreak then a true tie will be declared. In the event that workday points must be used of tiebreak comparisons, they will be rounded up to the next places normal points amount (i.e. a workday average of 23 would round up to 25 for tiebreak comparison).

16. Points Schedule for class is as follows:

1 <sup>st</sup> = 30	6 <sup>th</sup> = 15	11 <sup>th</sup> = 10	16 <sup>th</sup> = 5
2 <sup>nd</sup> = 25	7 <sup>th</sup> = 14	12 <sup>th</sup> = 9	17 <sup>th</sup> = 4
3 <sup>rd</sup> = 21	8 <sup>th</sup> = 13	13 <sup>th</sup> = 8	18 <sup>th</sup> = 3
4 <sup>th</sup> = 18	9 <sup>th</sup> = 12	14 <sup>th</sup> = 7	19 <sup>th</sup> = 2
5 <sup>th</sup> = 16	10 <sup>th</sup> = 11	15 <sup>th</sup> = 6	20 <sup>th</sup> = 1

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17. Points Schedule for Season Overall is as follows:

1 <sup>st</sup> = 530	6 <sup>th</sup> = 515	remaining positions step down 1 point per place through 520 <sup>th</sup> place which receives 1 point. DNF = 0 points
2 <sup>nd</sup> = 525	7 <sup>th</sup> = 514	
3 <sup>rd</sup> = 521	8 <sup>th</sup> = 513	
4 <sup>th</sup> = 518	9 <sup>th</sup> = 512	
5 <sup>th</sup> = 516	10 <sup>th</sup> = 511	

18. Ties in points will be broken by counting the rider with the most 1<sup>st</sup> place points awarded, 2<sup>nd</sup> place points awarded, etc. until a winner is determined. If this does not result in a tiebreak then a true tie will be declared.

19. Team points: Teams can consist as follows. ABC, ACC, BCC, or CCC. No two A or B riders on any one team. Team points are available for motorcycle and ATV riders.

- The points fee will be \$30.00 per year per team.
- All three riders' overall points scores will be added to determine the team score at each event. It will not be necessary for all three team members to enter an event in order to receive a team score. If only one or two riders on a team enter an event then only their overall scores will be added to determine the team score.
- There will be no drops on team points.
- There will be no rider substitutions throughout the season under ANY circumstances including injury.
- There will be no awards at each event for teams, only awards at end of season banquet.
- In motorcycle teams Golden Masters and 60+ will be considered B classes. In ATV teams ATV 50+ will be considered a B class.

## **Chapter 14. VIOLATIONS, PENALTIES:**

- The promoter, or referee may disqualify any rider, from a race meet for any violation of an AMA or MSXC supplemental rule, insubordination, or other actions deemed in the sole discretion of the promoter or referee to be detrimental to the race and the sport. Such disqualification includes the loss of any rights with regard to the event in question and may result in expulsion from the meet site. In addition, the referee or promoter is empowered to levy fines of up to \$50 and to recommend to the AMA that further disciplinary actions be taken.
- A rider's actions may be cause for and resulting in a disqualification during the event. The promoter or scorer may choose not to remove the rider from the course to avoid problems during the race. In such cases the rider will learn of disqualification when the scores are posted. The rider may protest such disqualification during the protest period.
- Penalties may be imposed on a rider for rule violations. In general penalties assessed will be at the discretion of the promoter or scorer depending on the nature of the offense and its circumstances. Penalties may be any of the following:
  - Reduction of one or more positions within their class. When such penalty is assessed, the method will be to remove the rider's last score. The rider's score will be reentered in the score system so as to locate the score behind the appropriate rider in their class. The new score will take on the adjusted time of the new score location.
  - Reduction of the number of laps completed. In the case of a lap reduction, the rider's first lap score will be removed or the lap on which the problem occurred
  - Disqualification. Rider may be disqualified during an event or after an event. In the case of during event disqualification, no notice will be given to rider since this may cause disruptions to the remaining participants.
  - Additional penalties. Riders may receive additional penalties including but not limited to retroactive penalties, monetary fines by both the promoter and the AMA, disqualification from next event, disqualification from the series, and suspension from the AMA for all competition.
  - Loss of points. Points may be forfeited for the event, or retroactively for all events that season.
- The following offenses are subject to disciplinary action by the promoter, referee, or AMA. This list is for guidance to competitors but does not restrict the AMA from invoking penalties for other actions detrimental to the sport which are not specifically contemplated herein. This is an excerpt from the AMA Amateur Competition rulebook. Highlights and additional interpretations are listed below:
  - In any way attempting to gain unfair advantage
  - Intentional "Cheating" of any form.
  - Falsifying one's name, age, or ability level.
  - Entering and competing on a machine in a class that the machine would not qualify for (i.e. a 200cc in the 250cc class).

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- e. Failing to attend riders meetings
- f. Riding in such a manner as to endanger life and limb of others.
- g. Failing to respond to course official instructions.
- h. After leaving the marked course, failing to re-enter the course at the same location and in so giving unfair advantage.
- i. Receiving any form of prohibited outside assistance including but not limited to reception of radio transmissions while in competition.
- j. Causing a race to be stopped.
- k. Abetting or knowingly engaging in a race which is “fixed” or prearranged.
- l. Offering or giving bribes, wagering on outcomes.
- m. Attacking a race official or engaging in a fight. This includes any person and any incident anywhere on the premises prior to, during, or after an AMA sanctioned meet. The penalty for such violations shall be a fine of up to \$100 and an indefinite suspension pending review by the AMA.
- n. Engaging in any unfair practice, misbehavior, or action deemed by the referee, promoter, or AMA to be detrimental to the sport.

## **Chapter 15. YOUTH:**

### **Warning below is a repeat from The AMA Rulebook chapter 5, Youth Rules:**

**Warning: Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Motor vehicles should never be used by minors without parental consent or supervision. The American Motorcyclist Association, the Mid-South Cross Country, LLC (MSXC), does not test the skill of individual participants in AMA-sanctioned amateur or youth events, nor do they license amateur or youth competitors or judge rider competence. Participants (and Legal Guardians) are solely responsible for their own safety.**

**Be aware that motor sports are inherently dangerous. Neither the MSXC, AMA, nor the promoter will test the skill of individual participants or inspect the condition of their motorcycles. Parents or legal guardians must remain present at all times and are solely responsible for the condition of their child's motorcycle and their competence to operate them. The promoter does not provide medical insurance coverage. If you have doubts about your child's personal abilities to participate in this event or if you believe your personal insurance coverage is not adequate to compensate you for any injury or loss that might occur, do not to enter your child in this event.**

1. Unless otherwise provided for in this section, the rules for Amateur Competition both AMA and MSXC supplemental, also apply to Youth events.
2. Parents and Legal Guardians are strongly encouraged to inspect the course prior to the race. Any questions or concerns should be brought to the immediate attention of the race official/promoter.
3. Parent or Legal Guardian must sign AMA release form allowing youth to compete. Legal Guardian must have notarized documentation reflecting their legal guardian status. This document must be retained by the promoter and filed with riders release form. Parent and/or legal guardian must have proper photo identification to sign releases.
4. The parent or legal guardian must remain present at all times during participation of AMA member in any youth event.
5. To authorize a minor to compete, the parent or legal guardian must sign below the minor's signature on the entry form.
6. The minor must be large enough and mature enough to control their machine at all times and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting and putting both feet on the ground. The promoter or referee has the full authority to disqualify a rider that in their opinion cannot safely control his/her motorcycle
7. **Youth Classifications** – Youth classes are offered which are combinations of age, and displacement, machine design, restricted classes. MSXC classes reflect select AMA youth classes which cover the widest range of riders and machines based on previous participation. There may not be a class to fit every rider. **Riders must meet all class requirements to participate.**

**AGES:** In the MSXC Winter Series ONLY, the regular AMA "Jan 1" age rule will be changed as follows: "A Riders Age on OCTOBER 1 will determine his/her age for the entire MSXC winter SEASON. However a rider may move to the next higher age class (within the youth division only) if he/she will be eligible to do so at any time during the SEASON, but once the rider moves

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to the next higher age class, he/she may not move back to the lower age class. Riders are encouraged to determine at the beginning of the points season which age class they will participate in for the points season."

NOTE THAT the AMA "Jan 1" rule variance above only applies to MSXC events and not to any other AMA sanctioned competition.

**Junior A: (AMA Youth class #15 / Supermini)** Age 12-15. 80-150cc (2 OR 4 stroke) including 80 big wheel. Minimums: wheelbase 48, rear wheel 14". Maximums: wheelbase 52", front wheel 19".

**Junior B: (AMA Youth Class #10)** Age 9-13. 66-85cc 2-stroke, 75-125 4-stroke. Minimum rear wheel 12". Maximums: front wheel 17", rear wheel 16", wheelbase 51".

**Mini A: (AMA Youth class #5).** Age: 9-11. 52-65cc 2 stk and 52-90cc 4 stk. Minimum wheel size 10" Maximums: wheel size 14", wheelbase 45".

**Mini B: (AMA Youth class #5).** Age: 7-9. 52-65cc 2 stk and 52-90cc 4 stk. Minimum wheel size 10" Maximums: wheel size 14", wheelbase 45".

**Peewee 7-8: (AMA Youth Class #2)** Age: 7-8. Eligible machines meet AMA Youth Class #2 requirements. Most 2004 50cc models supported except Honda XR50. 0-51cc stock. Maximums: wheelbase 41", wheel size 12", 19mm round intake. Includes 2004 models PW50, JR-50K3, 50MiniAdv., 50SRAdven., 50SXPROJR, 50SXPROSR, PW3OI, CM, King, KDX50. Contact Series for inquires on models not listed.

8. Junior A and Junior B and Mini A will race at the same time but start separately, 1 minute apart. Junior A starts first, Dead engine start. Junior's race for approximately 40-45 minutes.
9. Peewee class and Mini B race together but start separately, 1 minute apart. Mini B starts first. Ride approximately 25 minutes, live engine start.
10. Youth riders are required to pass any rider, particularly smaller or younger classes being run simultaneously in their race in a sportsmanlike manner. Riders who act unsportsmanlike or who make contact of any kind with other riders may be removed from the event. No youth rider is to come into contact with another youth rider at any time on the course. Such conduct will be at the discretion of the race personnel.
11. No ATV of any kind may compete in youth classes.
12. Start time for Youth is 8:30AM.
13. Youth Riders meeting is will be held at the start area at 8:15AM.
14. Riders shall come to a complete stop at all scoring stations or checkpoints unless otherwise instructed by the scorer. It is the responsibility of the rider to be scored.
15. Guardians, parents, guests, etc. must remain at least 15 feet away from all scoring personnel. Do not have conversations, or distract the scorers. Failure to comply may result in penalties to the rider.
16. Riders may be disqualified or removed from an event at the sole discretion of the promoter based on the riders perceived abilities, or riders perceived to be riding recklessly. Such decisions are final and may not be debated by riders, crew, parents, etc. Any undesirable conduct by the crew, parents, etc. regarding such a decision may result in further penalties.
17. Safety equipment including protective eyewear, boots, and helmets must be worn at all times during competition
18. **Youth riders are not allowed to ride their machines at ANY time on the race facilities or course except going directly from their vehicle/pit to the start line and back.** Youth riders must be in 1<sup>st</sup> or low gear while going to and from the start/finish line. **Youth riders found riding at other times may be penalized including disqualification from the current and next event. Repeated offenders will be disqualified from the series.**
19. All riders, including youth riders can compete in only one class on any race date.

## **Chapter 16. Contact Information:**

As each event is promoted by individual clubs, promoters, or organizations, refer to the web site of flyer to find contact information regarding particular events. Each event is individually sanctioned by the American Motorcyclist Association and is insured through or with their approved companies. The MSXC is not responsible in any way for any event management in any way. The MSXC is an advertising entity contracted by the individual event promoters to advertise their event and provide an end of season awards banquet.

Series specific contacts:

**Mid-South Cross Country Racing, L.L.C.**  
**299 Hill Road**  
**Vanleer, TN 37181**

FAX: 615-763-2403

E-mail addresses:

General information: info09 @ msxc.com

Official Announcement and E-Maillist : see website for on-line signup form

Web site: [www.msxcrcracing.com](http://www.msxcrcracing.com)

## APPENDIX A

### Example determination of advancement credits used in forced classification advancements

#### Example case:

#### Winter event with 231 Participants, Checking Senior B class riders

1. Determine the total number of participants in the event (use largest overall score plus all DNF's, DQ's etc).

Take 10% of this number to determine 10% overall score.

$231 * 10\% = 23.1$ .

Advancement credit qualifying overall score will be 23rd or lower.

2. Determine the corresponding class. In this example, the corresponding class for Senior B is Senior A.

3. Lookup results of the corresponding class (Senior A)

(Sample results):

--Senior A--

0xWSxx	Clas	Plc	Lp	Mfg	Nbr	OvA	Time
0xWSxx	MSA	1	4	Suz	156	19	02:05:11
0xWSxx	MSA	2	4	Suz	155	22	02:07:04
0xWSxx	MSA	3	4	Suz	160	24	02:07:07
0xWSxx	MSA	4	4	KTM	150	37	02:10:56
0xWSxx	MSA	5	4	Yam	154	58	02:18:57
0xWSxx	MSA	6	2	KTM	151	129	01:02:43
0xWSxx	MSA	7	2	KTM	158	130	01:03:25
0xWSxx	MSA	8	2	Hon	157	131	01:05:29
0xWSxx	MSA	9	2	Hon	159	135	01:17:15
0xWSxx	MSA	10*	1	Suz	152	156	00:29:40
0xWSxx	MSA	11*	1	Suz	162	157	00:32:40

4. Determine corresponding class *trophy level*.

= Total riders \* 40%

=  $11 * .4$

= 4.4

= 4 (rounded)

Therefore, 4 places, 1<sup>st</sup> through 4<sup>th</sup> are "*trophy levels*" and the slowest time is 02:10:56. This is the time to compare to, that is, the slowest time that still was a *trophy level* finish. Note that all 4 riders did 50% of the leaders lap.

5. Lookup results of Senior B class and determine if there are any "advancement-qualified finishes":

--Senior B--

0xWSxx	Clas	Plc	Lp	Mfg	Nbr	OvA	Time	
0xWSxx	MSB	1	4	KTM	505	21	02:07:01	<b>YES</b>
0xWSxx	MSB	2	4	Kaw	501	45	02:13:21	<b>NO</b>
0xWSxx	MSB	3	4	Hon	511	53	02:16:45	
0xWSxx	MSB	4	4	KTM	508	61	02:21:34	

6. Check rider's finishes against corresponding class:

a. Check 1<sup>st</sup> place:

Adjusted finish time was 02:07:01, faster than the slowest corresponding *trophy level* of 02:10:56

Also, 1<sup>st</sup> place had an overall score of 21, faster than the 10% overall mark determined in step 1.

The 1<sup>st</sup> place rider earned advancement credits: **20 for overall, 15 for class, total of 35 credits for this event.**

b. Next, check 2<sup>nd</sup> place:

Adjusted finish time was 02:13:21, overall score of 45. This rider was slower than the comparable *trophy level* finish time of 02:10:56. His overall score was less than 23 as calculated in step 1. This rider does not earn any advancement credits

c. No need to check this example class any further as 3<sup>rd</sup> through 5<sup>th</sup> were slower than 2<sup>nd</sup> place rider above, and will not earn advancement credits.

## **APPENDIX B**

### **Change log:**

9/18/02

- Typographic corrections

9/21/02

- Typographic corrections
- Chapter 1 Definitions – reworded “Season”
- 3.9 Age Divisions - Added pre-movement OK for Youth only rule to comply with AMA Youth rule.
- 3.11 – Changed wording and requirements for advancements in A, B, and C classes, Changed section title to “Skill Divisions and Classification Advancement”

9/10/03

- 2003 rule revisions. To numerous to list.

9/16/03

- corrections, revisions, and clarifications.
- Sub numbering of Chapter 3 section 12.
- Added table of contents
- added to rules to indicate changes from 2002-2003 supplemental rules

9/17/04

- 2004 season rewrite. Numerous changes.

9/13/06, 9/14/06

- 2006 season updates. Numerous changes in red.

9/21/06 v4.0

- Complete rewrite of Chapter 3 for clarity and organization, additions and changes
- addition of youth specific advancement and demotion issues
- typo corrections,
- reworded sections for clarification,
- section and item rearrangement,
- obsolete rule removal.
- Changes to advancement rules.
- Changes to class advancement terms used.
- Appendix added

10/14/06 v4.1

- 3.13.n.2 revised to allow some ATV riders to return from Pro to A

10/1/07 v4.2

- general revisions, clarifications for 07-08 season, all marked in red.

10/1/07 v4.3

- 3.13 points probations with DQ

11/12/07

- 13.8 synced to AMA rule 4.P.6.d Rounded down.

9/22/08 v4.5

- general revisions, clarification and minimum penalty changes. Advancement changes.

9/27/08v4.5a

- revision to advancement rule from rule committee input.

9/30/08 v4.5b

- clarify chapter 7 section 5

9/21/09 v5.0

- name change to MSXC, misc updates for clarification including Expert requirements, Youth race order, new classes, number plates

09/10/10v5.1

- revised work day points rules, overall points, and youth classes. Added team points rules, overall awards, and new class. Changed start procedure.

09/20/11v5.2

- changed number of drops on class and overall points, changed to 1<sup>st</sup> and 2<sup>nd</sup> places earning 40 advancement credits, changed pro purse and payout schedule