



Membership Rules & Guidelines 2024

Contact Information

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Race Series Schedule

All scheduled events are subject to change due to unforeseen circumstances. Every attempt will be made to re-schedule the event. **Please check the website and the Facebook group on a regular basis for the most up to date information and announcements.**

Each track may charge a gate fee and/or a camping fee. Please check with track's website and/or Facebook page for details about fees, parking, concession stands, water etc.

Membership Fees

Adult (Age 18 and Older) \$50

Youth (Age 17 and Younger) \$45

If you are a youth who is turning 18 during the series season you may still purchase a Youth Membership for that season. A rider's age on Jan. 1 will determine their age for the remainder of the year.

Local riders who do not wish to become full members will be required to purchase a 1-day membership (\$10). If it is a 2-day event, then the membership will be assessed EACH day.



Race Class Entry Fees (per event)

1st Class Entry \$40

Every Class Entry after your first \$35

Youth: Age 17 and younger \$35 for each class

Riders under the age of 18 (Minors)

All riders under the age of 18 must have both parents or guardian with them at the track and must fill out an AMA Minor Release Waiver form which must be signed by the rider and BOTH PARENTS. Alternatively, an AMA annual release card can be presented.

A minor release form is required for EACH AND EVERY EVENT and must be signed by BOTH rider and Parents. NO EXCEPTIONS.

Personal Insurance & Liability

- **Members are required to have their own medical/personal injury/liability insurance to cover any injury and or death that may occur. MIDWEST VINTAGE MOTOCROSS, WOODYS VINTAGE GP, and their officers, staff, and any race facilities or sponsors, are not responsible for the riders, spectators or family members. This also includes travel to and from the event. Every member is to observe and obey all rules/guidelines set forth and act in a safe and proper manner at all times.**
- **Motocross is, and always will be, a dangerous sport! If you do not have insurance DO NOT RACE!**
- **EVERY PARTICIPANT HAS TO SIGN OUR WAIVER / RELEASE FORMS at sign up. All releases of Midwest Vintage Motocross will be signed before any riding and participation in one of our events. This also goes for any and all releases for the tracks/facilities we will be racing at. Arm bands will be mandatory and worn for the entire event. NO EXCEPTIONS! Riders will not be released onto the track without an ARM BAND! Any person on the track (photographers/reporters) will also sign release and have proper ID issued for access to the track.**



- **Midwest Vintage Motocross Reserves the right to revoke or deny any person(s) opportunity or right to ride in the interest of safety. If asked to leave, there will be no refunds!**

Event Registration & Race Day Order of Operations

7:30 am – 9:00 am: Registration at the race trailer

9:15 am: Riders meeting near the sign-up area.
All important announcements will be made at this time so attendance is mandatory. Please come in your MX gear and be ready to ride.

9:30am – 10:15am: Staggered Practice

10:30am: Racing: First set of Motos begins

Depending on how the day progresses there is usually a 30 minutes break in between motos.

Midwest Vintage MX reserves the right to do a split gate when they deem necessary. We will always let the A riders go first if there is a split gate.

All entry forms should be available online via the website or the Facebook Group in the files section.

End of Day Awards Presentation

We run OLD SCHOOL – Trophy presentation will be held approx. 30 minutes after the last race of the day. Please grab everyone in your camp and gather at the race trailer within 20-30 minutes after the end of the last race! This is when the raffle bags will be drawn.

One place award will be given out for each 3 riders entered in the class.

Example: 7 Riders in +50 Vintage will equate to a 1st and 2nd place given out (no 3rd).

Example: 13 Riders in Evo 3 B will equate to a 1st, 2nd, 3rd and 4th place given out



End of Year Trophy Awards & Eligibility

In order to qualify for an end of year trophy you need to be a current full member in good standing AND run a predetermined amount of race events in a particular class. If an event gets canceled, the number of required events will be adjusted.

Note: The “Race of Champions” is not a point paying event for the series.

If no rider has met these requirements for a class, then no end of year award will be awarded for that class.

If the total number of events changes due to weather / cancellation, we will adjust the minimum requirements accordingly.

The reason we have this eligibility rule in effect is due to the fact that we try to have numerous classes available so that all riders have a class to ride in. There are many classes that only have 3 to 4 race entries PER SEASON. It is not fair (or cost effective) to award an end of year award to a person who only raced in a class 1 or 2 times but ends up being the leader with high points due to lack of total entries in the class when you have other riders who show up to many of the events and work hard to get points for their trophy. Most VMX series have this eligibility rule in effect (including MOV MX, CALVMX, FLVMX).

JIM POMEROY HIGH POINT CHAMPION AWARD – This is an honor to receive! The trophy is given out for the highest total points gathered from all the classes entered by one rider. This award can only be won twice by the same person and not in back to back years.

Other specialty awards may be given out at the banquet and will be announced on the website or the Facebook Group prior to the banquet.

Race Numbers, Number Plates & Backgrounds

You will register your race number when you become a member. It is first come, first serve on race numbers. If a member has already registered that number you will be asked to pick a different number or alter your number on race day.



Members have seniority over non-members and local riders. If there is a duplicate race number in a particular class or race then the non-member will be asked to slash their number prior to start gate.

PLEASE DO NOT CHANGE YOUR NUMBER! We realize that things happen, bikes break, bikes get borrowed. Please do everything you can to keep your number the same on whatever bike you are riding. If this is not possible then NOTIFY THE GATE PERSON AS SOON AS POSSIBLE. We cannot score you properly if we do not have your correct number on file for that race! If you do not notify the trailer prior to your race you will not get scored and will not receive any points.

Number plate colors and numbers are to be of standard racing size or bigger and bikes will have 3 plates with corresponding numbers matched to the rider's entry form.

Race numbers must be a minimum of 5 inches tall and clearly readable. This keeps scoring issues to a minimum. "Trick" numbers are hard to read at speed. Any letters are to be put in lower right side of plate (looking at plate) If you want your points, please comply.

Colors:

Vintage bikes are White background with Black numbers (This is industry standard)

Evolution bikes are Yellow backgrounds with Black numbers (This is industry standard)

Modern and non-current bikes need a solid color back ground with a contrasting color number (not black numbers on black background).

BIKE INSPECTIONS /SAFETY EQUIPMENT ISSUES/ USE OF PITBIKES

Any bike brought to race in an MWVMX event can and will be inspected at random to be safe to ride and legal for the class it is entered in.

MWVMX staff reserve the right to refuse any motorcycle due to safety or non-compliance for the class entered.

ALL RIDERS will have, and wear correct and up to date riding equipment! Helmets will be DOT/SNELL approved with chin strap fastened and in good safe condition. Eye protection, gloves, long sleeve shirts and pants are mandatory. ALL riders will wear real MX boots! No exceptions. Alcohol or drug consumption before or during any event are prohibited!



PIT BIKES

Pit bikes are classified as any machine used for transportation in the pit area (including ATV's, motorized scooters, and pocket bikes). Users must have full gear on during use, no exceptions! This includes but is not limited to DOT approved helmets, eye protection, long sleeve shirts, pants and over the ankle boots.

Pit traffic is limited to under 10mph. No passengers allowed on pit bikes unless the vehicle is designed for it.

RIDER ABILITY LEVELS

- **EXPERT = A**
- **INTERMEDIATE = B**
- **NOVICE = C**

A rider's ability/skill level is determined by not only what he/she feels they are but by their actual ability to ride in a given class. As a rider in MWVMX a panel of your peers and a panel of experts will be the deciding factor. If you dominate a lower class out of the box you will be moved up accordingly. If you feel you are too slow for a class, a request can be made to evaluate your status.

MOTORCYCLE YEAR BREAKDOWN AND CLASS DESCRIPTION

VINTAGE: 1974 AND OLDER

- Maximum of 8" front fork travel and 5" rear wheel travel. There were a lot of bikes in 73-74 that had 5+ inches in the rear and 7.5+ inches out of the box. I will allow some bikes with small changes to be legal for vintage. Anyone not sure, we have a team of experts to help solve any issues. Box stock Honda CR 125's up to 78 are allowed in Vintage along with the Bultaco 135 & 136 and any "like design" MOTORCYCLE falling under the suspension rules. ALL PARTS AND MODIFICATIONS ARE SUBJECT TO APPROVAL!

EVO 1: 1975 - 1977 (with a few minor exceptions)

- First real production line suspension improvements. Most of these bikes had 9 inches of front fork travel and were the real beginning of the long travel era.



EVO 2: 1978 - 1981

- The true end of the twin shock era as we knew it! This class will be AIRCOOLED - DRUM BRAKES - NO LINKAGE! YES ALL NON LINKAGE MONOSHOCK YAMS ALLOWED. Exception is the Rokon (disc brake) o There were 81 125cc bikes that were liquid cooled AND LINKAGED (Suzuki) - THEY WILL BE IN EVO 3!

EVO 3: 1982- (See criteria!)

- Any Production class bike with DRUM REAR brakes. Linkage, Liquid cooling, front disc brakes IS allowed.
- This class has been the focal point for years and has been quite confusing as some bikes came with dual disc in 86 (Kawasaki) while Honda, Suzuki & Yamaha followed in 87. These bikes will join the EVO 4 Class.

EVO 4: Up to 1989 (See Criteria!)

- Any production class bike with dual disc brakes, liquid cooling, linkage rear suspension.
- These bikes transformed on a regular basis getting better and better throughout the years. Say what you want, but these are pretty well equal on today's Vintage/Evo courses. I will be watching this class to see if it needs further adjustments. All depends on what shows up! PERIOD PARTS REQUIRED!

EVO 5: 1990 to 2000 (This is a base line for the 2015 season)

- These bikes were alike throughout the span with very little to no changes that were substantial.
- We will trim and adjust as needed to make this class work. 2015 is the first year for this class so we'll see how it goes.

MODERN SUPPORT: 2001 to Current

- This class will incorporate all years after 2000. Many may not consider the older bikes in this class to be modern but we are a vintage series and are more focused on that. We welcome all riders and bikes.

Pee Wee 50cc – (rider age 4 to 6 years old)

- Maximum of 10" Wheels. Required to race on a cut down modified course or the actual Pee Wee track. This class includes 2 stroke and 4 stroke Automatics and semi-automatics

50cc Junior – (rider age 4 to 6 years old)



- Max 10 “ Wheels. This class could run the modified course or the whole main track (depending on track and conditions)

50cc Senior – (rider age 7 to 9) – Max 10” on the rear wheel, 12” on the front wheel

65cc Junior – (rider age 7 to 9 years old) – 65cc

65cc Senior – (rider age 10 to 12 years old) – 65cc

85cc Junior – (rider age 11 to 13 years old) – 85cc

85cc Senior - (rider age 14 to 16 years old) – 85cc

Youth Open (rider age 7 to 16 years old) – 65cc to 85cc (no 50cc allowed)

100cc Vintage: 1975 and Older

100cc EVO: 1976 to 1981 (No liquid cooling except Shinobi & like design. No linkage – no disc brakes)

- all 100cc classes – 88cc to 100cc 2-STROKE with standard overbore sizes allowed
- 4-stroke – 88cc to 120cc (or what is available within reason and these are 2-valve head engines)
- the 100cc classes will run together on the same gate but be scored separately until it grows
- this is for fun and to build a good base for the future. There is no rider ability and/or age restrictions YET!

CLASS STRUCTURE FOR MWVMX SERIES

VINTAGE

- **100cc OPEN – Up to 1975**
- **VINTAGE 0-200 - 74 and older**
- **VINTAGE 250-500 - 74 and older**



EVO

- 100cc open – 1976 TO 1981
- EVO 0-200 OPEN – Up to 89
- EVO 1 A&B-75 TO 77
- EVO 2 A&B-78 TO 81
- EVO 3 A & B – Starting at 1982 that have PRODUCTION DRUM REAR BRAKES. LINKAGE - LIQUID COOLING - FRONT DISC BRAKE ALLOWED - NO REAR DISC!! (See criteria on page 8)
- EVO 4 OPEN – Up to 1989 (See criteria on page 8)
- EVO 5 OPEN – 1990 to 2000 (See page 8)

AGE CLASSES

- VINTAGE +40 +50 +55 +60 +70 OPEN - 74 and older
- EVO +40 +50 +55 A & B +60 A & B +65 A & B +70 Open – up to 89

MODERN +35 & +50 & +60 +70 OPEN

OTHER CLASSES

Pee Wee 50cc Limited

50cc Junior Limited

50cc Senior Limited

65cc Junior

65cc Senior

85cc Junior

85cc Senior

Youth OPEN (65-85cc)

WOMEN OPEN (Women are not limited to just this class, they can run other classes based on their bike and ability)



**BEGINNER Vintage/Evo (up to 1989)- This class is for riders who have never raced OR have not raced in a long time. NO SANDBAGGERS ALLOWED, just a safe place to ride and burn fuel!
Modern beginners should be in Modern C class**

MODERN Support A, B & C – 2001 to Current. Nothing smaller than 125cc!

2-Stroke Only +35 (0-150cc) Open

2-Stroke Only 125cc & Up – Open

NOTES

* **Five (5) riders make a class.** Basically what this means is you need to have 5 riders at an event that want to form a class that is not currently offered. Speak to Woody about this for details.

* **CR 125 HONDAS IN STOCK FORM UP TO 1976 ALLOWED IN VINTAGE**

* **BULTACO 135- 136 BIKES ALLOWED IN STOCK FORM IN VINTAGE**

PERIOD SPECIALS ARE ENCOURAGED BUT PERIOD PARTS ARE REQUIRED

REMEMBER THIS: WE WILL NEVER TURN A BIKE AWAY FROM RACING. WE WILL DO WHAT EVER IS NEEDED TO INCLUDE ANY AND ALL BIKES! DO NOT LEAVE A BIKE HOME DUE TO NOT KNOWING, ASK!

IT'S NOT THE BIKE, IT'S THE RIDER! PLEASE REMEMBER THAT BEFORE YOU VOICE YOUR OPINION ON A PARTICULAR YEAR OR CLASS THAT YOU DO NOT AGREE WITH. THERE WILL ALWAYS BE GRAY AREAS WHEN IT COMES TO BIKES DUE TO THE EVOLUTION OF THE SPORT.

SCORING SYSTEM AND POINTS PAYOUT

- POINTS WILL BE AWARDED ACCORDING TO EACH MOTO FINISH, WITHOUT REGARD TO RIDERS OVERALL PERFORMANCE FOR THE DAY.
- A RIDER WILL RECEIVE POINTS EVEN IF HE/SHE IS THE SOLE CLASS COMPETITOR
- THE FOLLOWING **SERIES** POINTS ARE AWARDED FOR EACH MOTO PLACING.



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|-------|-------|--------|-------|
| 1st = | 25pts | 8th = | 13pts |
| 2nd = | 22pts | 9th = | 12pts |
| 3rd = | 20pts | 10th = | 11pts |
| 4th = | 18pts | 11th = | 10pts |
| 5th = | 16pts | 12th = | 9pts |
| 6th = | 15pts | 13th = | 8pts |
| 7th = | 14pts | 14th = | 7pts |

- YEAR END SCORING TIES WILL BE BROKEN AS FOLLOWS: YEAR-END SCORING TIES WILL BE BROKEN BY THE GREATEST NUMBER OF MOTO WINS, THEN SECOND PLACE MOTO FINISHES, THIRD-PLACE, ETC.
- IN THE EVENT OF AN ABSOLUTE TIE, best looking and oldest rider wins!
- IN THE EVENT THAT ONLY ONE MOTO IS RUN – we will assign the same points you received in your moto into a 2nd moto to determine event points.

We use the Olympic scoring system for determining race placing per moto. The rider with the lowest class score after two motos, wins that class. The second moto being the deciding factor.

EXAMPLE: 1 point for 1st, 2 points for 2nd and 3 points for 3rd.

A DNF (Did Not Finish) WILL RECEIVE LAST PLACE POINTS ONLY AFTER COMPLETING ONE FULL LAP.

A DNS (Did Not Start) means NO POINTS. SIMPLE; NO RIDE, NO POINTS!

Last revised: 04/28/2024 – This revision replaces any older versions of rules posted and/or printed.