



## **EIMA 2011 RULEBOOK**

All riders must sign the appropriate release forms provided by the EIMA and the corresponding facility prior to entering the track. Each participant in competition has the responsibility to assess the safety aspects of track, its facilities, conditions and **MUST** assume the risk of competition.

All riders must have ankle or higher boots, proper helmets (current Snell standards), eye and full arm & leg coverage.

No one except for the official rider may practice or race on the course on the days events.

If a rider leaves the course during the race for any reason and then decides to resume the race. The rider must re-enter at his/her point of exit before another lap may be counted in his/her favor. **IF IT IS UNSAFE OR IMPOSSIBLE** to re-enter at his/her point of exit, the rider must re-enter at the safest possible place closest to his/her exit as possible without improving his/her position.

Riders must complete full laps during practice. Cutting the course will not be allowed.

Riders must start and finish all moto's for the class entered on the same machine (machine will be determined by frame number).

Red Flag and /or Re-start of a moto will be at the discretion of the Track Promoter or EIMA Referee.

If for any reason the race must be stopped, it will be considered completed if over 50% of the race has been run.

Any foul riding, unnecessary bumping, crowding, lack of caution, blocking, course cutting or other unsportsmanlike like conduct at the race event is grounds for disqualification or penalty as determined by the EIMA's Referees or Track Promoter.

**THE RIDER IS RESPONSIBLE FOR THE CONDUCT OF HIS/HER PARENTS, TUNERS OR ANYONE ELSE ASSOCIATED WITH HIM/HER.** EIMA reserves the right to refuse entry or participation to anyone including his/her right to enter the property where the event is being presented.

Officials reserve the right to prevent anyone from competing in any event if the rider or bike does not comply with the rules.

Any verbal harassment or physical abuse will be grounds for permanent disqualification for those riders or parties involved.

### **PENALTIES & PROTESTS**

All protests, whether of rider, machine or rule violation, must clearly state in writing which part or parts of rule violation is being protested. The rider submitting the protest must sign all protest.

The signed protest must be presented to the EIMA Referee within 30 minutes of the infraction in question.

Machine protest must be in writing and presented to an EIMA Referee with a \$300 fee. \$100.00 will be retained by the EIMA for the EIMA Referees tear down fee; the balance (\$200) will be awarded to the winning/correct party in question. The protest must state the specific rule violations(s) in question (ex. bore,

stroke, etc). A protested bike will not be torn down or evaluated in any manner, which would be detrimental to its function in between moto's; that is. The EIMA Referee may impound bikes that are protested in the case of a two-day or more events until the completion of that bike's racing activity. Failure to submit a bike for impound will result in disqualification for that bike. All tear-downs will be witnessed by the bike owner only, technicians designated by the EIMA will witness all tear-downs.

All other protest will be (20.00)

Protests on rider's age and classification will not be taken after 1<sup>st</sup> moto's have been run.

If for some reason the final decision on a protest is in question, the participant involve or his/her representative may submit their position in writing on the matter within 10 days to the EIMA Board for further investigation.

#### RIDER'S MEETING

A riders meeting is available online or maybe held before the start of the day's races. If there is a riders meeting, all riders must be present, instructions and information will be given at that time.

NO REFUNDS OR RAINCHECKS will be made in any class after practice begins that day.

All trophies, prizes, etc not picked up on the day of the event will be forfeited if not claimed by the winner or a representative.

The RIDER must pick up pro purse; exceptions will require an agreement prior to disbursement by rider and scorekeeper.

#### TECHNICAL AND SAFETY INSPECTION

The basic design of the bike must be suitable for high performance with safety. The opinion of the EIMA Board shall be final.

All kickstands must be removed dor competition.

Brakes must be in good condition, properly adjusted and capable of locking the fron and rear wheel.

Front and rear suspension shall be of a suitable design in proper order and properly adjusted for maximum safety. No components are allowed to be wired or taped to the bike.

Tuned exhaust systems and pipes cannot protrude beyond the length of the bike's rear tire and must have suitable silencer.

#### NUMBERS & NUMBER PLATES

Any number plates that the officials find to be non-readable must be corrected before that machine is allowed to race. Numbers must meet the minimum 4 inch height for 50cc-65cc and 4 ¾ high and 1 inch wide for 85cc and up.

#### GASOLINE

Gasoline must be produced by a recognized commercial manufacturer and available to the general public.

#### OFFICIAL FLAGS

Green:	Start of race.
Yellow:	Danger on track. Use caution between yellow flag and problem or danger area.
White:	One lap to go to finish.
Black:	Disqualification of rider.
Red:	Stopping of race for any emergency situation, may require restart of race.
Black & White Checkered:	Finish. End of race.

#### STOCK CLASS RULES

The stock class provides an even competition for the riders who have purchased a stock production bike and do not wish to modify it the EIMA recognizes that certain changes are allowable in order for the cycle to be safe & reliable for competition

use. These changes are listed below in the stock rules. There may be instances where the determination is not defined in the following set of rules. In these cases the decision of the EIMA Referees will be final.

Must have original engine, carburetor, frame, sub-frame, front suspension, exhaust-silencer system, wheel hubs & friction clutch supplied by manufacturer for that particular model. Must also have original manufacturer's brake, swing arm and gas tank. Must utilize original shock mounting on frame and swing arm. No change to engine or carburetor components allowed. No port clean up or "blueprinting" engine allowed, including dimensional matching of parts by selectivity. No removal of gaskets, o rings, springs or other components.

No components may be altered, changed or added to. No factory options that contribute to the increase of power or factory bolt-on kits to replace original stock parts will be allowed. \*Exception) 12" rim tire front may be installed on 7-8 super peewees.

The only exceptions on changes in the stock class will be allowed for safety, such as handlebars, triple clamps, quick throttles, foot pegs, rear shocks, seat covers, seat padding, fenders, tires, front & rear sprocket, spokes & rims \*replacement rim must be same size as original stock rim), carburetor jets (removable type) may not exceed 25% larger than original stock jet. The frame may be strengthened or repaired by adding metal via welding \*or similar). Engine stabilizing or support brackets and skid or protector plates may be added. Chain guides and tensioners will be allowed. Air breather may be removed or replaced and air box may be drilled or replaced. Decals, graphics, clutch and brake levers may be changed and hand guard's plastic open ended may be added.

On front suspension, springs, valving, internal parts and oil may be changed in forks. All other components must remain stock.

Aftermarket pistons and rings will be allowed providing specifications are the same as original factory pistons and rings for that year/model bike. Overbore and stroking not allowed in stock classes.

### **MODIFIED CLASS RULES**

The modified class will be open to engine, frame and suspension modifications providing they do not exceed specifications listed in the class description/cycle limits. All machines competing must be made by a nationally known manufacturer. (EIMA board members will base decisions off of information available to them at that time.)

### **RIDER ADVANCEMENT**

Youth age group classes recognize the riders age as of January 1<sup>st</sup> of the current calendar year (including **Schoolboy** and **College boy**)

Vet class age groups recognize the riders age as of the day of the event (**+25, +30, +40, +50**)

A rider must race at the highest level he or she has competed in with any other organization. The EIMA board members reserve the right to move up any rider to the next class at any time.

### **Race Day Scoring**

The scoring system of a race event will be as follows 1<sup>st</sup> place 1 point, 2<sup>nd</sup> place 2 points, 3<sup>rd</sup> place 3 points and 4<sup>th</sup> place 4 points and so on, rider will be scored per moto and the rider with the least amount of points between both motos is declared

the winner, in the event of a tie the rider with the best 2<sup>nd</sup> moto finish will be declared the winner. All riders who take the checkered flag **UNDER POWER** (no pushing ) will receive a score regardless of the amount of laps they have completed. Riders who complete over 50% of the required amount of laps per moto but are unable to take the checkered flag **UNDER POWER** will receive a finish position.

At the completion of the moto, riders **NOT UNDER POWER** with less than 50% of the laps completed will receive a **DNF**, a **DNF** will receive **88** points regardless of the number of riders in the class.

Riders not completing any of the above criteria will receive a **DNS**.

A **DNS** will receive **89** points regardless of the number of riders in the class.

**Pro Payout (See Last Page)**

**100% PAYBACK**  
**AT \$30.00**  
 Scale to be used  
 is based on  
 number of riders

**1ST PLACE PAID**

**1 RIDER x \$30.00 = \$30.00**

Moto 1 = \$12.00  
 Moto 2 = \$12.00  
 Overall = \$6.00

**2 RIDERS x \$30.00 = \$60.00**

Moto 1 = \$24.00  
 Moto 2 = \$24.00  
 Overall = \$12.00

**3 RIDERS x \$30.00 = \$90.00**

Moto 1 = \$36.00  
 Moto 2 = \$36.00  
 Overall = \$18.00

**4 RIDERS x \$30.00 = \$120.00**

Moto 1 = \$48.00  
 Moto 2 = \$48.00  
 Overall = \$24.00

**2ND PLACE PAID**

**5 RIDERS x \$30.00 = \$150.00**

1st place moto 1 = \$40.00  
 2nd place moto 1 = \$20.00  
 1st place moto 2 = \$40.00  
 2nd place moto 2 = \$20.00  
 1st place Overall = \$20.00  
 2nd place Overall = \$10.00

**6 RIDERS x \$30.00 = \$180.00**

1st place moto 1 = \$48.00  
 2nd place moto 1 = \$24.00  
 1st place moto 2 = \$48.00  
 2nd place moto 2 = \$24.00  
 1st place Overall = \$24.00  
 2nd place Overall = \$12.00

**7 RIDERS x \$30.00 = \$210.00**

1st place moto 1 = \$55.00  
 2nd place moto 1 = \$29.00  
 1st place moto 2 = \$55.00  
 2nd place moto 2 = \$29.00  
 1st place Overall = \$28.00  
 2nd place Overall = \$14.00

**3RD PLACE PAID**

**8 RIDERS x \$30.00 = \$240.00**

1st place moto 1 = \$42.00  
 2nd place moto 1 = \$31.00  
 3rd place moto 1 = \$23.00  
 1st place moto 2 = \$42.00  
 2nd place moto 2 = \$31.00  
 3rd place moto 2 = \$23.00  
 1st place Overall = \$21.00  
 2nd place Overall = \$15.00  
 3rd place Overall = \$12.00

**9 RIDERS x \$30.00 = \$270.00**

1st place moto 1 = \$48.00  
 2nd place moto 1 = \$35.00  
 3rd place moto 1 = \$25.00  
 1st place moto 2 = \$48.00  
 2nd place moto 2 = \$35.00  
 3rd place moto 2 = \$25.00  
 1st place Overall = \$24.00  
 2nd place Overall = \$17.00  
 3rd place Overall = \$13.00

**10 RIDERS x \$30.00 = \$300.00**

1st place moto 1 = \$53.00  
 2nd place moto 1 = \$38.00  
 3rd place moto 1 = \$29.00  
 1st place moto 2 = \$53.00  
 2nd place moto 2 = \$38.00  
 3rd place moto 2 = \$29.00  
 1st place Overall = \$27.00  
 2nd place Overall = \$19.00  
 3rd place Overall = \$14.00

Scale for payback for the number of  
 riders per class. 33 1/3% payback

- 1-4 Riders Pay ONLY
- 5-7 Riders Pay up to ONLY
- 8-10 Riders Pay up to ONLY
- 11-13 Riders Pay up to ONLY
- 14-16 Riders Pay up to ONLY
- 17-19 Riders Pay up to ONLY
- 20-22 Riders Pay up to ONLY

- 1<sup>st</sup> Place
- 2<sup>nd</sup> Place
- 3<sup>rd</sup> Place
- 4<sup>th</sup> Place
- 5<sup>th</sup> Place
- 6<sup>th</sup> Place
- 7<sup>th</sup> Place