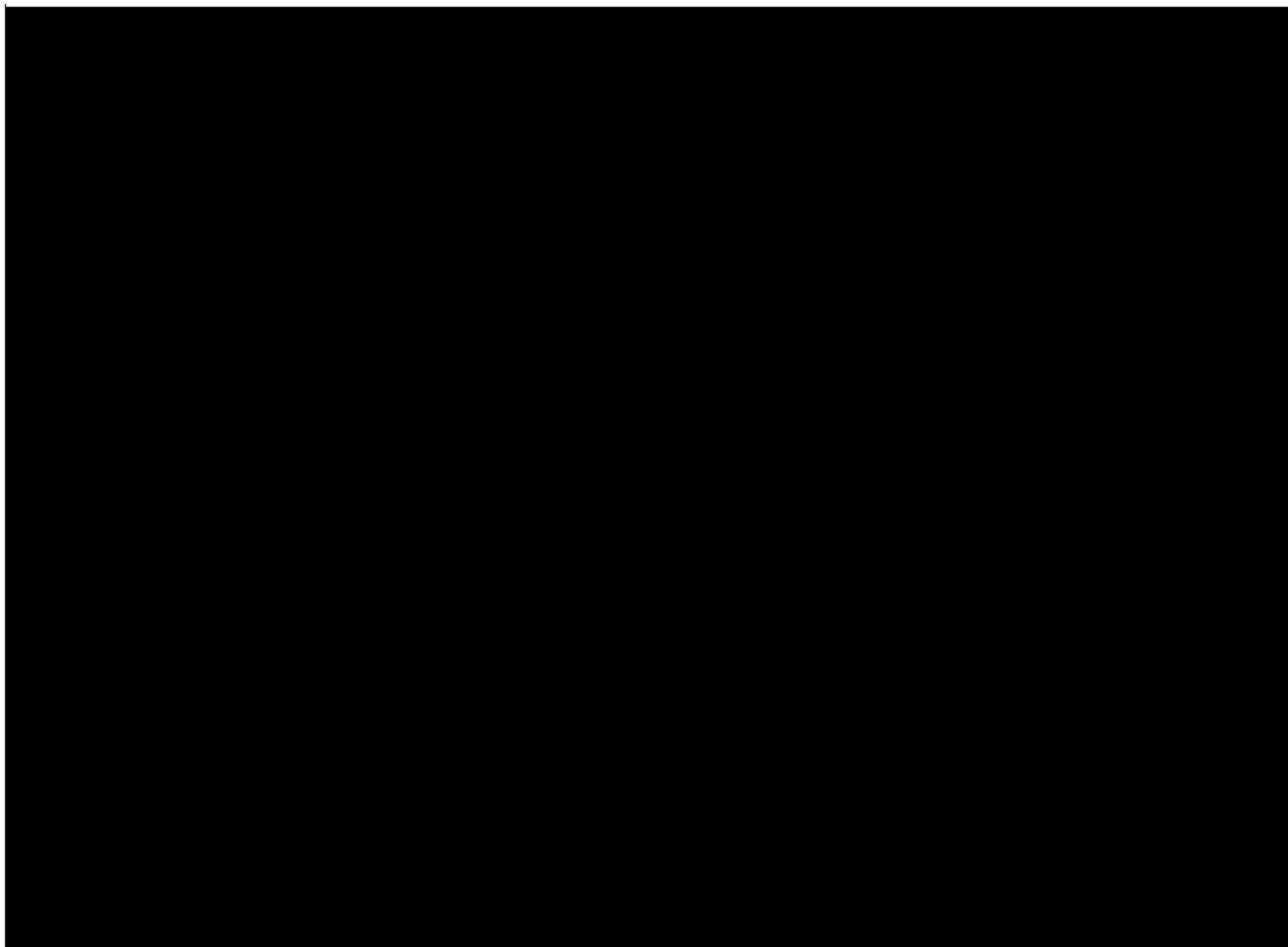




2026 OFFICIAL RULE BOOK



OVERVIEW

This rule book for the MINI MOTO X SERIES racing events is a comprehensive guide to ensure the safety, fairness, and smooth operation of all competitive racing events. Mini Moto X Series aims for fair competition and clear rules.

The competition rules serve as guidelines for safety but following them does not guarantee safety. Each racer must assess the safety of the facilities and accept the risks of competing.

RULE BOOK FOR ALL RACING EVENTS

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1. Event Participation Rules

1.1 Course Access

- Access to the course is strictly restricted. Only participants who are officially registered and entered for the event are permitted to ride or practice on the track. This rule maintains the integrity of the competition and ensures the safety of all involved.

1.2 Rider Responsibility

- Each rider has the individual responsibility to accurately determine their appropriate class based on their skills, bike specifications, and experience level. Riders are encouraged to consult with officials if they are unsure about their classification.

1.3 Class Adjustments

- Race officials reserve the right to make necessary adjustments to class participation. If it is evident that a rider is competing in an inappropriate class based on their skill or experience level, officials may remove or reassign them accordingly in the interest of fair competition.

2. Event Operation Procedures

2.1 Class Modifications

- All race classes are considered modified unless explicitly stated otherwise.
- It takes a minimum of 3 riders to make a class. If 3 riders are not signed up, class will be omitted from the race order and no points will be awarded. Refund will be issued to other riders if signed up.

2.2 Official Responsibilities

- While officials are present to oversee the event, they are not responsible for locating riders prior to their scheduled events. It is the responsibility of each rider to be aware of the event schedule and report to the starting line on time.

2.3 Starting and Scoring Procedures

- To be eligible for scoring, a rider must be present on the starting line at the time of the race and must complete at least one lap under their own power during the main event. Scoring will only be credited if the rider successfully crosses the finish line.

- Gate pick is determined by a random computer draw for heats. Your heat finish will determine your main gate pick.

2.4 Moto Stoppage and Restart Rules

- If a race must be halted due to a rider blocking the course or posing a safety risk, that rider will be prohibited from restarting unless expressly granted permission by a race official. This rule is in place to maintain safety and the flow of the competition.
- If, for any reason, the race must be stopped, it will be considered complete if the leading rider has completed 50% of the laps. Example: 3 laps completed in a 5
- A malfunction of the starting gate will be the race official's decision.

3. Course Conduct Regulations

3.1 Course Re-Entry

- Should a rider exit the course for any reason, they must re-enter at the nearest safe point to where they exited, without gaining any advantage or improving their position.
- If a rider fails to re-enter the track at the nearest safe spot and deliberately gains an advantage in their position, they will be penalized by being docked one lap from their overall finish in the moto.

3.2 Obstruction Penalties

- If a rider is found to have cut the course or otherwise obstructed another rider's progress, a penalty of being docked one lap will be imposed. Each incident will be evaluated individually to determine the nature of the infraction.

3.3 Starting Device Regulations

- Riders must adhere to starting device regulations. Should a rider jump the starting gate and be found to have gained an unfair advantage from this action, they will be subject to penalties as determined by race officials.

3.4 Lapped Riders Guidelines

- Riders who have been lapped by competitors must yield the track and allow faster riders to pass safely. Failure to do so may result in being black-flagged, thereby removing them from the competition for safety reasons.

4. Age and Class Eligibility

4.1 Age Determination

- The age of each rider will be determined as of January 1, 2026. This date will be used for categorizing riders into their respective age classes during the events.

4.2 Bike Specifications

- Only specific models of motorcycles, such as KTM, Husqvarna, or Cobra 50 bikes, are permitted to compete in designated 50cc classes, along with electric bikes (E-Bikes). All bikes must comply with the regulations outlined for their respective classes regarding modifications and specifications. (see class structure)

4.3 Beginner Classes

- Beginner classes are specifically designed for individuals who are riding or racing for the first time. 1st year of racing experience only for all classes with the “Beginner” in its class name. To maintain the integrity of these classes, sandbagging—where experienced riders compete in lower skill levels—is strictly prohibited. If referees assess that a rider does not meet the criteria of a beginner, that rider will be removed from the beginner class to promote fair competition.

4.4 Racer Classification and Accordingly Classes

- Racers signed up for the 65cc and 85cc classes. (A,B,C) must ride in the same classification between both classes. I.E a rider is in 65cc B, then if they also race in the 85cc class, they must race in 85cc B. Racers may not race down a classification between the two classes. If you are an A rider in one, you are an A rider in the other.

- EXCEPTION: 50cc Classes. The exception to the rule will be applied to 50cc racers. 50cc racers that race in a skilled level class (A,B,C) are allowed to race down one level in the 65cc class if this is their first year racing on a 65cc. I.E. a racer is in 50cc A, they can race in either 65cc A or 65cc B. If racer races in 65cc A, they are not allowed to drop backdown however with out MMX approval.

- MMX Ref and Admin reserve the right to advance or determine proper classes for rider based off watching the rider and past racing experience.

5. Safety and Conduct Standards

5.1 Conduct Expectations

- All riders, officials, and staff are expected to maintain a standard of respectful behavior. Any verbal harassment or abuse directed at officials or event staff will be grounds for immediate and permanent disqualification from the event.

- Riders involved in fighting will be immediately disqualified.

5.2 Substance Policies

- Under no circumstances are alcoholic beverages or illegal substances permitted within the racing area, including the track, starting gate, or staging area. Any rider found to be impaired will not be allowed to participate in the event.

5.3 Pit Crew Responsibility

- Riders are accountable for the actions and conduct of their pit crews. If a member of the pit crew violates any rules or regulations, it may result in penalties being issued against the rider, including disqualification.

5.4 Competition Apparel

- Riders are required to wear appropriate safety gear, including helmets and protective apparel, throughout the event. A helmet must be worn at all times, with shatterproof face shields or goggles being mandatory for added safety.
- It is the sole responsibility of the rider to select a helmet and apparel that will provide appropriate protection. The rider must rely on their own judgment in the selection of any helmet and apparel for durability and safety.
- A rider must wear a helmet at all times. Helmets must be full-face or full-coverage type. ****NO BICYCLE HELMETS ALLOWED.**** All riders must utilize shatterproof face shields or shatterproof goggles. The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval: ****SNELL M2005 or DOT FMVSS 218.****
- Boots are recommended for maximum protection while riding.

6. Membership and Financial Policies

6.1 Membership Requirements

- All participants must obtain a MMXS membership in order to compete, with a registration fee of \$25. Membership must be current and valid before participation is allowed. One-day event memberships are available for \$15.

6.2 Payment Policies

- Payment for entry fees and memberships must be made in cash, Venmo or credit; checks will not be accepted under any circumstances. This policy is strictly enforced.

6.3 Refunds

- Once practice has started no refunds will be issued.

7. Scoring and Awards

7.1 Class Scoring

- Each event will feature multiple classes, each run and scored independently. Participants will receive plaques or awards based on their performance in each class.

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7.2 Point Structure

- Points are a set table for every round.

1st	26 pts	10 th	14 pts
2 nd	24 pts	11 th	13 pts
3 rd	22 pts	12 th	12 pts
4 th	20 pts	13 th	11 pts
5 th	19 pts	14 th	10 pts
6 th	18 pts	15 th	9 pts
7 th	17 pts	16 th	8 pts
8 th	16 pts	17 th	7 pts
9 th	15 pts	18 th	6 pts

7.3 Protest

- Check Your Results: Riders are responsible for reviewing their results immediately after they are posted. There is a protest period of 15 minutes following the announcement of results. No changes to race results will be made after this 15-minute timeframe. It is imperative that riders address any discrepancies or issues within this specified window to ensure fairness and accuracy in the results.

- Protest of age or rider ability must have proof from local track score sheet or printouts.

7.4 Award Distribution

- Awards for each class will be distributed at the conclusion of the event

- Awards will be given to the top 5 finishers of each class.

8. Advancement

8.1 Rider Advancement

- For the 50cc, 65cc, 85cc A,B, and C classes, rider advancement will be implemented after the season.
- The “C” classes are 1st year/beginner classes. All riders who participate in this class during the 2026 season will be advanced out of the class and ineligible to race the “C” class in the 2027 season.
- Racers in the “B” class that finish the season in the top 3 overall in points will be advanced to the “A” class for the 2027 season.
- Any objections to advancement or disputes regarding the advancement must be submitted in writing to the ****Mini Moto X Series**** for review.
- Approval is necessary for riders intending to remain in either the ****B**** or ****C**** class for the upcoming season.
- If a rider qualifies for advancement in one class but not another. They are still advanced to the upper class and must race in said class for the following year. (For example. Rider finishes 2nd in 65cc B and 5th in 85cc B. Rider will be advanced for the next season to “B” and must ride in the “B” classified classes. They can not run 65cc A and then still run 85cc B. A riders classification is that of the rider not the class.

9. Flags and Signals

9.1 Flagging Procedures

- Flagging during the event will be carried out section by section to maintain order. Riders must not attempt to double up or pass other participants in sections marked by yellow flags, which indicate caution.

9.2 Flag Meaning and Rules

- Different flags will be used to communicate various messages to riders, including instructions and warnings. Participants are required to familiarize themselves with the significance of each flag and adhere to the corresponding rules.

9.3 Official Flags:

- ****GREEN:**** Start of the race.
- ****YELLOW:**** Danger on the track. Use CAUTION between the yellow flag and the incident area. Do not pass or gain an advantage. Jumps between the flag and the incident must be rolled. Failure to do so may result in loss of position or a disqualification, subject to the referee's discretion.

- ****RED CROSS:**** Danger on the track. Rider safety at risk. Use EXTREME CAUTION. Slow down, maintain position, do not gain an advantage. The wheels of the motorcycle must not leave the ground between the flag and the incident. Failure to do so may result in loss of position or a disqualification, subject to the referee's discretion.
- ****WHITE:**** One lap remaining (this flag is a courtesy).
- ****BLACK:**** Disqualification of rider. Rider must immediately exit the course and report to an official.
- ****CHECKERED:**** Finish. The race has ended, and all riders must exit the course regardless of the number of laps they completed.

10. Bike / Number Regulations

10.1 Bike Modifications

- Riders must not switch bikes between their heat and main events without prior approval from the race director or official. This ensures that each competitor is using a consistent and appropriate machine for their performance.
- **Bike Switches / Different Bikes**** - If you need to ride a different bike than the one you are registered for, it is the rider's responsibility to inform the scoring officials immediately after your moto. If you do not notify scoring, you will not receive a score, and no adjustments or corrections will be made once the results are posted.

10.2 Number Plate Requirements

- All competing bikes must display large, clearly legible number plates featuring a minimum height of 4 inches for identification and scoring purposes. Properly maintained number plates are crucial for accurate race management.
- The numbers must have a legible contrast color compared to the background color they are placed on. Colors like ghosted gray or chrome effects must still be clearly readable. If scoring officials are unable to read your number due to insufficient contrast, you will not be scored, and no adjustments will be made to the results, regardless of your finish position.

11. Miscellaneous Rules

11.1 Final Decision Authority

- Track officials hold ultimate authority over all event-related decisions. Their rulings are final, and all participants must respect and adhere to the guidelines set forth by the officials.

11.2 Class Formation Guidelines

- A minimum of three bikes is required to form a valid class. This ensures competitive integrity and adequate participant groupings.

11.3 Non-Main Event Participation

- Specific rules govern participation in non-main events to ensure a streamlined competition structure and fairness across classes. Further details will be provided in event-specific announcements.

11.4 Starting Gate Procedure

- Riders must get off the gate under their own power. Parents are not allowed to hold the bike, or give it any push/assistance when the gate drops. (Balance Bike/Strider, E-Bike 12" Beginner, E-Bike 16" Beginner). Parent assistance will be allowed. Can not push rider off the gate though.

- Both 12 or 18 man gate options will be used in the season. Pending track layout. Qualifiers and gate pick will be determined at each event, pending the number of gates used.

12. Class Structure Rules

BALANCE BIKE / STRIDER

- 2 – 4 years of age
- Beginner kids just learning to balance and ride

E-BIKE 12" BEGINNER STOCK (2-4 yrs)

- 2-4 years of age
- Beginner class – Must be 1st year of racing.
- 12" Max Wheel Size

E-BIKE 12" STOCK (5 & UNDER)

- A5 years of age and under
- 12' max Wheel Size
- Stacyc, SSR, XRT, Thumpster or equivalent
- Bike must be stock. No mods or upgrades to motor, battery or sprockets
- No OSET bikes
- No bikes with rear suspension

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- Front fork suspension is ok

E-BIKE 12" OPEN (5 YRS AND UNDER)

- 5 years of age and under
- 12" max wheel size
- Stacyc, SSR, XRT, Thumpster or equivalent
- Mods or upgrades to motor, battery or sprockets are OK
- No OSET bikes
- No bikes with rear suspension
- Front fork suspension is ok

E-BIKE 16" BEGINNER STOCK (4-6 YRS)

- 4-6 years of age
- Beginner class – Must be 1st year of racing
- 16" max wheel size
- Stacyc, SSR, XRT, Thumpster or equivalent
- The bike must be stock. No mods or upgrades to motor, battery or sprockets
- No OSET bikes
- No bikes with rear suspension
- Front fork suspension is ok

E-BIKE 16" STOCK (4 & OVER)

- 4 years of age and over
- 16" max wheel size
- Stacyc, SSR, XRT, Thumpster or equivalent
- The bike must be stock. No mods or upgrades to motor, battery or sprockets
- No OSET bikes
- No bikes with rear suspension
- Front fork suspension is ok

E-BIKE 16" OPEN (8 YRS & UNDER)

- 8 years of age and under
- 16" max wheel size
- Stacyc, SSR, XRT, Thumpster or equivalent
- Mods or upgrades to motor, battery, or sprockets are OK
- No OSET bikes
- No bikes with rear suspension

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- Front fork suspension is ok

E-BIKE ELITE OPEN

- 10 years of age and under
- 16/18/20" wheel size ok – Stacyc type bike
- E2 bikes ok (KTM SX-E2, Husqvarna EE-2, Gasgas MC E-2)
- OSET bikes ok
- This class is an elite open class. Mods ok

MICRO E-2

- 4-6 years of age
- E-2 bikes only
- KTM SX-E2, Husqvarna EE-2, Gasgas MC E-2

PW BEGINNER STOCK (2-5 YRS)

- 2-5 years of age
- Must be riders 1st year of racing
- 50cc Max limit on PW
- Single Speed Automatic
- 10" wheel size max
- E2 bikes ok (KTM SX-E2, Husqvarna EE-2, Gasgas MC E-2)

PW STOCK (2-5 YRS)

- 2-5 years of age
- 50cc Max limit on PW
- Single Speed Automatic
- 10" wheel size max
- PW ONLY – NO E2 BIKES

PW OPEN (2-5 YRS)

- 2-5 years of age
- 60cc Max limit on PW
- Single Speed Automatic
- 10" wheel size max
- E2 bikes ok (KTM SX-E2, Husqvarna EE-2, Gasgas MC E-2)

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GIRLS ONLY 50cc (4-8 YRS)

- 4-8 years of age
- Girls only
- 50cc max limit
- 12” rear wheel max
- E2 bikes ok (KTM SX-E2, Husqvarna EE-2, Gasgas MC E-2)

GIRLS ONLY 65/85cc COMBINED

- 7-12 years of age
- Girls Only
- 65cc-85cc Max Limit

MINI E OPEN (ELECTRIC ONLY)

- 4-8 years of age
- Electric bike only
- (KTM SX E3, KTM SX E5, Husqvarna EE-5, Gasgas MC-E5)
- 12” Wheel Size max

YOUTH E-BIKE (15 YRS & UNDER)

- 15 years of age and under
- E-Bike only – Surron, Hyper bee, or similar. NO ULTRA BEES

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The A, B, and C class system is designed to ensure riders compete against others of similar skill level, not solely based on age.

It is the responsibility of each rider to enter the class that best reflects their ability and experience.

Series management and officials reserve the right to move a rider up or down in class at any time if it is determined the rider is competing in the incorrect division.

HOW TO DETERMINE YOUR CORRECT CLASS

Example: 50cc A, B, C Divisions

If a rider competes in another series in: 50cc 4–6, 50cc 7–8, 50cc Open and maintains an average overall finish within the top 10 of 12 riders, they should be competing in the 50cc A Class.

CLASS BREAKDOWN

50cc A Class

For riders consistently finishing 1st–10th overall.

50cc B Class

For riders consistently finishing 11th–25th overall.

50cc C Class – First Year / Beginner

For riders finishing 20th or lower, or those who are new to racing.

SAME FORMAT APPLIES TO:

65cc A, B, C

85cc A, B, C

50cc A

- 4-8 years of age
- 50cc max
- 12” wheel size max
- “A” level skilled rider class

50cc B

- 4-8 years of age
- 50cc max
- 12” wheel size max
- “B” level skilled rider class

50cc C

- 4-8 years of age
- 1st year racing/beginner class
- 50cc max
- 12” wheel size max
- “C” level skilled rider class

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50cc OPEN (A,B,C)

- 4-8 years of age
- 50cc max
- 12” wheel size max
- A combination of all skill level riders

65cc A

- 7-11 years of age
- 65cc max
- “A” level skilled rider class

65cc B

- 7-11 years of age
- 65cc max
- “B” level skilled rider class

65cc C

- 7-11 years of age
- 1st year racing/beginner class
- 65cc max
- “C” level skilled rider class

65cc OPEN (A,B,C)

- 7-11 years of age
- 65cc max
- Combination of all skill level riders

85cc A

- 12-15 years of age
- 85cc max – CRF150R OK
- “A” level skilled rider class

85cc B

- 12-15 years of age
- 85cc max – CRF150R OK
- “B” level skilled rider class

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85cc C

- 12-15 years of age
- 1st year racing/beginner class
- 85cc max – CRF150R OK
- “C” level skilled rider class

85cc OPEN (A,B,C)

- 12-15 years of age
- 85cc max – CRF150R OK
- Combination of all skill level riders

65cc / 85cc SHOOTOUT

- 7-15 years of age
- 65cc - 85cc max – CRF150R OK
- Combination of all A & B Riders from 65cc and 85cc
- No “C” level riders allowed

SPECIALTY CLASS

WINE-THIRTY CLASS

- Moms only
- 140cc max

MID-LIFE CRISIS CLASS

- Dads only
- 65cc-85cc max bikes