



DIRTPROOF
RACE PROMOTIONS

**DIRTPROOF RACE
PROMOTIONS SUPERCROSS
RULES AND INFO BOOK
2026**

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Disclaimer: All material is subject to change. Any changes, additions or deletions to these rules that occur during the period these rules are in effect will be posted on the web-site and be printed for viewing at the track. It is each rider's responsibility to know these rules. Entrants, Riders and Participants are required to know and understand the rules and regulations which cover a DPMX event and are (by reason of their entry) definitely bound by such rules and regulations. Each participant in competition has the responsibility to assess the safety aspects of the track facilities and conditions and MUST assume the risk of competition. In cases where a rule determination is not defined in these rules, the decision of the DPMX Official will be final.

RACE RULES

If a rule is not listed below, DPMX will reference the AMA rule book.

DPMX SX will be a 12 round series. Riders must race 8 of the 12 rounds and be within the top 10 in their class to qualify for a DPMX Supercross Championship award. We will take the riders best 8 races and count them towards the end of the year awards (ex. If you race 10 of the 12 rounds, 2 of your lowest scoring rounds will be dropped and your best 8 will count).

1. Only riders that are signed up for the day's event may ride or practice on the racecourse during that day's event.
2. Riders must use the same bike that is used to start the first heat or moto in all other motos or heats for that class. If a rider switches bikes, they will be disqualified.
3. Under no circumstances may a rider ride in the wrong direction on the course. This is cause for immediate suspension from the class or the event.
4. If a rider leaves the course during the race for any reason, they must re-enter the course in the same spot of exit to resume the race. If the rider cannot re-enter in the same spot they must enter in the next safest spot down the track, if this is the case the rider must slow down to pit speeds (first gear idle) to where the rider is re-entering the track. Riders may not cut the course short, this will be determined by the race referee and penalized.
5. A broken machine may be pushed across the finish line at the point of the checkered flag under the racer's own power. The rider will be given a finish score if he/she finished half the laps of the winner.
6. The race is complete when the leader takes the checkered flag. Finish position is based on finish behind the leader and number of laps completed. No rider can "make up" laps if they have been lapped by the leader after the checkered flag.

7. If for any reason the event must be stopped early, it will be considered completed if the heat races have been completed. The heat race will be deemed the Main Event, and Riders will receive trophies and points based on their heat finish.
8. DPMX officials are not responsible to locate riders for their races. The rider must be at the start line for his/her race on time, we will not wait for you.
9. DPMX staff may help pick up a downed riders in certain situations and conditions if the rider cannot pick up or are stuck under their machine. DPMX staff is unbiased and will help as quickly as possible. If a rider is able to get back on the machine by themselves staff will not intervene with the incident and flaggers will warn other riders of the incident.
10. DPMX will not be responsible for any occurrence that results in “Back-to-Back” motos for a rider who enters multiple classes. The rider’s representative must notify officials of that occurrence and be available at the start area for consultation.
11. No rider or riders representative will be able to hold a starting gate position prior to their gate pick in a heat or main event. Rider must wait until their turn for gate position.
12. No practice starts in advance of a moto will be allowed.
13. Riders who are not completing the bigger doubles and triples are suggested to hold their line, stay out of the ‘fast line’ and be cautious of other racers completing these obstacles. Riders riding recklessly or dangerously will be penalized at referees discretion.
14. Supercross Trophies and series points are awarded based on a rider’s Main Event Finish.
 - a) *Did Not Start (DNS)*: not crossing the starting gate of the main event, he/she will receive no points for the race.
 - b) *Did Not Finish (DNF)*: If a rider does cross the starting gate of the main event but for some reason cannot complete a lap, he/she must report this to the scoring trailer. If a rider gets a DNF, they will receive last place points. The rider must be prepared to verify their start with the starter or other track workers.
 - c) To get points for participating in the event, you must at minimum roll over the starting gate in full gear in the main event.
15. Points are final 20 minutes after they are posted at the event. It is the rider’s responsibility to check that the results are correct prior to the 20 minute protest period expiration time.

16. All riders must have the following gear: boots that go over the ankle, Snell or DOT approved helmet, goggles, long sleeve shirt, long pants, and gloves. Chest and back protectors are mandatory for every rider, it may be over or under the jersey but must cover the sternum, the anterior and posterior ribs and spine from T1 to T12.
17. Non-Participant Rule – No person may remain within 10ft behind the start line when the 30 second board is up, or whenever the starter tells you to move. Only one mechanic behind the gate.
18. Riders Meeting. A riders meeting will be held before the start of the day's events. All riders must be present. Instructions and information will be given at that time. Riders meeting is mandatory and is held a half hour before practice starts. If a rider is not present that rider may be DQ'D
19. You may pick any number for your bike, we do not pick it for you. Numbers must be clear and legible. If scoring staff cannot read your number, you will not be scored for the event. If two or more riders have the same number, the number will go to the rider who signs up first, the other riders will have to modify their number with an X next to their number that is highly visible to our scoring staff.
20. If you ride the Pro Class, you can sign up for amateur/trophy classes also
21. Quads must have tether switches.
22. Quads must have number plates on the front and rear of the machine.
23. Divisions: If your class is split into 2 divisions due to number of riders exceeding number of starting gates, they will run back to back. Check Race Results Board so you know how many from each division advance immediately to the Main event. Riders that do not make the cut will race in the LCQ; which will run as the last heat race in the race order. Riders that do not make the cut in the LCQ are then done racing. Those riders do not race in the Main Event.
24. **PRACTICE:** The staging area will be used to stage all groups for practice. There is no starting from the sidelines. You must have your wristband ON and/or practice sticker before you will be allowed on the track. There is no riding off course or turning around to retry an area during practice. This is extremely dangerous. You must ride in the practice designated for your bike & skill level. Do not ride in the wrong practice. Each racer gets 1 practice. If you miss your practice you may ride "Late Bike", which will consist of 1 lap on the track to check it out. Late Bike will be at the very end of the practice sessions.
25. Points & minimum participation credits do not transfer classes. If you choose to switch classes in the middle of a race series, you will not be allowed to transfer any points. We

will not transfer points from one class to another. If you want to qualify in your class for the championship, you must complete the required number of races in each class you choose to race.

26. Riders cannot compete in different skill level classes. Ex: a B rider may not participate in a C class race in the same night. If a rider advances skill level classes, you may not move down a skill level unless racer is instructed to by race official due to safety concerns.
27. Series Awards: Championship awards will be awarded to the top 10 in each class or any rider that scores 100 + points, whichever is less. The minimum attendance (8 of 12 races) of the series must also be attended to be eligible. If a rider places in the top 10 of their class, but does not meet the minimum attendance requirement, they will be bumped out of the awards points, allowing an eligible rider to move up. If you do not compete in the 8 races you will not be eligible for year-end awards. Racer must be present at the year-end banquet to be eligible for prizes and drawing.
28. Perfect attendance award. Racers who compete in all 12 rounds in the SAME class of the DPMX series will receive an award at the banquet. Only one award is given even if perfect attendance is in multiple classes.
29. If there is a complete rainout of an event, the Series minimum requirements may change and may be lowered to accommodate.
30. If a moto must be stopped because one or more riders is obstructing the progress of that moto causing a red flag, that rider(s) will not be allowed to continue in the re-start of that moto unless allowed by the race manager and medical staff.
31. There will be no re-starts unless it is deemed required by the Race Official.
32. If rider jumps starting gate, rider will be penalized by referee.
33. Any foul riding, unnecessary bumping, crowding, lack of caution, course cutting or other unsportsmanlike conduct at the race event is grounds for disqualification or penalty as determined by the DPMX race manager.
34. No reckless pit riding. If you are seen recklessly riding throughout the pits you will be disqualified in your class. Pit riding is specifically for transporting you and your machine from your pit to the start gate and from the track exit to your pit. It is a privilege not a right. Anyone associated with a rider who is reckless in the pits with dock that rider positions. Positions docked will be determined by the referee. If reckless pit riding becomes an issue at more than one event, DPMX will ban pit riding and pit vehicles, and you must walk your bike to the start line and back to your pit.

35. Race Officials reserve the right to prevent anyone from competing in any event if the rider or bike does not comply with the class rules.
36. The Rider is responsible for the conduct of their parents, tuners, or anyone else associated with him/her. DPMX reserves the right to refuse entry or participation to anyone including the right to enter the property where the event is being presented whether the participant, parent or anyone deemed by DPMX as associated with the same.
37. Any verbal harassment to officials will be grounds for permanent disqualification for those riders or parties involved. Any physical abuse to officials will be grounds for permanent disqualification and rider will be banned from any DPMX event. DPMX will notify all other race associations of the occurrence. DPMX may involve law enforcement and press charges to physical altercations.
38. All machines are subject to DPMX impound evaluation or teardown if decided by the DPMX race manager that a particular bike of their interest needs further evaluation. Failure to submit a machine for official inspection will result in disqualification of that machine for the day and no points or prizes will be awarded.
39. Penalties and Protests. All protests whether of rider, machine or rule violation, must clearly state in writing which part of parts or rule violation is being protested. All protests must be signed by the rider submitting the protest. (A.) The signed protest must be accompanied with a cash fee and must be presented to the race management before the race class main event protest period is concluded. (B.) The party declaring a protest is required to post a protest fee with the event referee of \$100.00. (C.) DPMX officials will not be responsible for re-assembling protested machines. Owner must be capable of disassembling vehicle for DPMX. (D.) If the machine is found to be of legal configuration for the class, the protested rider will be awarded the 50% protest fee, DPMX receives 50%. If the machine is found to be of illegal configuration for the class, the protesting party will be awarded the entire protest fee, the protested rider will forfeit the trophy for the event, all points for the season, and the protested machine will be moved to the proper class for the remainder of the season. A protested machine will not be torn down or evaluated in any manner which would be detrimental to its function in between motos; that is, machines that are protested may not be impounded by a race official until the completion of that machines racing activity. Failure to submit a machine for impound will result in disqualification. All tear-downs will be witnessed by the machine owner only & technicians designated by DPMX with DPMX officials. Protests on rider's age or classification will not be taken after the first round of motos is complete. Only riders in the same class may declare a protest.
40. An official protest either needs to have video proof or DPMX staff has witness said event.
41. No Alcohol in the Pits or race-course area.

42. No AMA or District cards are required for this Series. We do not require any memberships.
43. No spectators or non riders on the track at any time.
44. No Fireworks.
45. No soliciting or distributing of literature or products will be allowed at DPMX events without prior approval from DPMX management.
46. We follow AMA rules when not mentioned above.
47. No Refunds or Rainchecks will be given out once practice begins.
- 48. Event Referee makes all final decisions.**

RIDER CLASSIFICATION

It is the duty of the individual rider to determine the class he is legal to ride in. Entry into a class does not necessarily make you legal for that class. You can be protested by another entrant or their representative. Responsibility of meeting proper rider classification and bike specifications rests with the individual entrant.

"C" Classes are for riders who are classified as Novice or "C" and have not raced or are not classified as Intermediate or "B" with any other organization.

"B" Classes are for riders who are classified as Intermediate or "B" and have not raced or are not classified as Pro, Expert, "A", Pro-Am etc. with any other organization.

The Pro class is for riders who race with DPMX or any other organization as Pro, Expert, "A", "Money", or highest advanced class.

If a rider is competing in the 250 class as a "B" he must also compete in the 450 class as a "B". A rider cannot change classification from class to class. Pro riders can race in the Pro class only.

A DPMX rider that wins a C or B class title, may stay in that class for the next season to defend title unless the AMA has moved rider up. If DPMX rider wants to stay in same class for 2 years they must present a written letter to the DPMX Board of Directors for review.

A protest of a rider's classification must be delivered in writing to the event referee.

OFFICIAL FLAGS:

GREEN FLAG = indicates the start of a race or that the track is clear and safe.

YELLOW FLAG = signals caution or a hazard on the track. Riders must slow down, be prepared to stop, and no passing or gaining an advantage or jumping is allowed between the yellow flag and the incident. Failure to comply will result in a 5 position loss or disqualification.

RED CROSS FLAG = immediate danger to rider and/or medical personnel on the track. Riders cannot jump, gain an advantage or pass when this flag is displayed, riders must keep wheels on the ground. Riders must drastically cut speed, ride around accident at a slow pace in a single file line without improving their position

and then resume racing after the flagged area. No passing under red-cross flag. Zero tolerance on a red cross, riders will be penalized if any of these rules are broken. Failure to comply will result in a loss of 10 positions or a disqualification.

WHITE FLAG = One lap to go until finish

BLACK AND WHITE CHECKERED = Finish, end of race

BLACK = Rider is disqualified and needs to exit the track

RED = Race is being stopped for an emergency situation

Flag Officials = Flaggers are instructed and trained by DPMX. Under no circumstance are flag officials to leave their flag stands. They are specifically instructed to flag the incident to warn other riders and keep them safe while DPMX track runner officials can get to the scene to assist. Flaggers are to stand their ground while track runners and DPMX officials redirect the riders.

AGE FREEZE DATES

A rider's age on January 1st will determine their age/race age for the remainder of the year. A youth rider only, may choose to race up an age category if they will be eligible to do so at any time during the year. Once a rider moves up to the next higher age class they **may not** move back to the lower age class, following AMA rules. In the DPMX Supercross series we do allow for 65cc 7-9 age riders to also race in the 10-11 age group; or 85cc 7-11 age to also race in the 12-15 age group. You take your own risk if you choose to do this; there could be repercussions in another race series in which you participate. **Consider this your warning that AMA races do not allow this.**

You must be 12 years or older to race a 125cc

You must be 14 years or older to race 250cc

You must be 16 years or older to race 450cc

SUPERCROSS SERIES RULES

Series rules posted on the SX About page at www.motokazie.com.

SX CLASS LIST

DPMX Follows AMA equipment rules including 50cc stock and E-50 rules

Riders racing a 125cc big bike must be 12 years old or older. Riders racing a 250 2-stroke or 4-stroke machine must be 14 years old or older. Riders racing a 450 4-stroke or 500 2-stroke machine must be 16 years old or older.

Youth riders racing big bike classes must be on a “supermini” or “big wheel 85” or bigger to race big bike classes.

1. **50cc oil inj:** 4-8 years old. PW50, KTM Mini Adventure, CFR50, TTR 50, KTM 50 SX Mini, Cobra CX50Jr, Cobra P3. Machines must remain stock.
2. **50cc Open:** 4-8 years old. KTM 50 SX Mini, KTM 50 SX, KTM 50 SXS, KTM 50 Sr Adventure, KTM SX Pro Jr, KTM SX Pro Sr, Cobra CX50Jr, Cobra CX50Sr, Cobra P3 All bikes in the 50cc oil injected class can run in the 50cc chain class. Machines must remain stock. All 50cc E bikes can run the open class.
3. **50cc premix:** 4-8 years old. KTM 50 SX Mini, KTM 50 SX, KTM 50 SXS, KTM 50 Sr Adventure, KTM SX Pro Jr, KTM SX Pro Sr, Cobra CX50Jr, Cobra CX50Sr, Cobra P3 All bikes in the 50cc oil injected class can run in the 50cc chain class. Machines must remain stock.
4. **Shift & Shaft:** 4-8 years old. CRF50, TTR50, PW50, JR50, XR50. This class will race with the 50cc Oil Injected class if an entrant is not also racing 50cc oil inj. Rider in this class can also race in the 50cc chain race.
5. **Mini E-Bike Open:** 4-8 years old. KTM SX-E2 and Husqvarna EE2, GAS GAS E2. Front tire must not exceed 10”. This class cannot be scored with internal combustion engine motorcycles but may be double dropped with a 50cc class above.
6. **E-Bike Open:** 4-8 years old. KTM SX-E5 and Husqvarna EE5, GAS GAS E5, Cobra E bikes. This class cannot be scored with internal combustion engine motorcycles but may be double dropped with a 50cc class above.
7. **65cc 7-9:** 65cc machines. XR70, TTR90, PW 80, KLX 110 (may be dropped with other classes) No 50cc
8. **65cc 7-11:** 65cc machines. XR 70, TTR90, PW 80, KLX110 (may be dropped with other classes) No 50cc
9. **65cc 10-11:** 65cc machines. XR70, TTR90, PW 80, KLX110 (may be dropped with other classes) No 50cc
10. **85cc 7-11:** TTR125, XR100, XR150, KLX110, No Bigwheel 85s, Matching AMA rules - No 65cc chassis machines, No CRF 150cc. 66-85cc 2stroke, 75-125cc 4stroke.
11. **85cc 12-15:** TTR125, XR100, XR150, KLX110, Big wheel 85s, Matching AMA rules - No 65cc chassis machines, No CRF 150cc 66-85cc 2stroke, 75-125cc 4stroke.
12. **Supermini:** 10-15years old. Includes Bigwheels, 80cc-112cc 2 stroke, up to 150cc 4 stroke
13. **250cc C:** 12 years old and up. Includes 86cc- 249cc 2 stroke, 140cc – 250cc 4-stroke
14. **250cc B:** 12 years old and up. Includes 86cc- 249cc 2 stroke, 140cc – 250cc 4-stroke
15. **125cc 2-stroke 12+:** 12 years old and up, includes supermini and 125cc-150cc machines.
16. **15-29 Open:** 125cc-500cc, based on age, no Pro Riders

- 17. Open C:** 14 years old and up. 125cc to 500cc
- 18. Open B:** 14 years old and up. 125cc to 500cc.
- 19. Vet +30:** Based on riders age the day of event. 125cc to 500cc.
- 20. Senior +40** Based on riders age at the day of event. 125cc-500cc.
- 21. Girls Jr. 7-11:** 65cc-85cc 2 stroke, 75cc-150cc 4 stroke, no superminis
- 22. Womens:** 12 years old and up. 85cc and Up. Need 3 riders at traveling races to hold class.
- 23. Pro 25+:** Must be 25 years old or older. 250-450 4-stroke 125-500 2-stroke. Pro riders may enter other classes.
- 24. Open Pro:** 14 years old and up. 125cc to open machines. Pro riders may enter other classes.
- 25. 250 Pro:** 14 years old and up. 125cc-249cc 2 stroke, 140cc-250cc 4 stroke. Pro riders may enter other classes.
- 26. Pit Bike:** Any pit bike based machine (modifications allowed up to 140cc). Must have TTR110, CRF110, KLX110, CRF50, TTR 50). Wheel size may not exceed 14”.
- 27. Quad Sport:** 12 years and up. 90-200cc 2-stroke, 100-350cc 4 stroke. Quad Women race in this class, regardless of machine size.
- 28. Quad Open B:** ages 14 + must run machines 250cc (check age requirements), 16 years old and up can run machines 250cc – 450cc
- 29. Quad Open A:** ages 14 + must run machines 250cc (check age requirements), 16 years old and up can run machines 250cc – 450cc

30. Mini Quad Semi Stock/Rec Quad 90cc: Age 8-13 years old. Engine size up to 90cc 2-stroke and 100cc-125cc 4 stroke. Machine must be Stock OEM, Automatic Clutch or Auto Shift. No Expansion Chamber race type quads allowed (see list). Stock size wheels & tires must remain, may change manufacturer. Machine has to remain stock stance/width & length. After market shocks allowed if OEM length is used. No pipe or engine changes allowed. Tether switch is required. Can change handlebars, tires, wheels, seat, chain tensioner. Exhaust pipe must come from factory OEM with no modifications and be as less than 3” OD from cylinder to beginning of muffler. Approved machines: Kolpin 50 & 90, Apex Pro Shark 70 & 90 & mxr50 70 & 90, Polaris Predator 50 & 90, Eton Viper 50 & 70 & 90, Xtreme Tantrum 70 & 90, Honda TRX 70 & 90, Xtreme Typhoon 70 & 90, Yamaha Raptor 50 & 80 & 90, Kymco 50 & 90, DRR 50, Suzuki Quadsport z50 & z90, Kawasaki KFX50 & 90

31. Mini Quad Semi Stock/Rec Quad 50cc: Ages 4-8 years old (if rider is above the age of 8 and still on the 50cc machine, rider will have to compete with the Mini Quad Semi Stock 90cc class). Engine size up to 50cc 2-stroke and 51cc-70cc 4 stroke. Machine must be Stock OEM, Automatic Clutch or Auto Shift. No Expansion Chamber race type quads allowed (see list). Stock size wheels & tires must remain, may change manufacturer. Machine has to remain stock stance/width & length. After market shocks allowed if OEM length is used. No pipe or engine changes allowed. Tether switch is required. Can change handlebars, tires, wheels, seat, chain tensioner. Exhaust pipe must come from factory OEM with no modifications and be as less than 3” OD from cylinder to beginning of muffler. This Class will be dropped with Mini Quad Semi Stock 90cc, but scored separately.

Approved machines:

Kolpin 50, mxr50, Polaris Predator 50, Eton Viper 50, Yamaha Raptor 50, Kymco 50, DRR 50
Kawasaki Kfx 50, Suzuki Quadsport z50.

32. Mini Quad Prod: 6-15 years old. Engine size up to 90cc 2 stroke, up to 125cc 4-stroke. Liquid cooled & Air cooled allowed. Must remain an Auto Shift or Auto Clutch transmission, does not allow for Manuel clutch or Direct drive. Allows for any modification that bolts-on. But must retain the stock OEM frame matched to OEM Engine from the approved list. Can modify engine work, suspension, ect, but you cannot go over cc limits. Must have tether switch. Approved machines: May use any approved Mini Quad semi Stock Machine & modify for this class. Cobra 70 & 90, Apex Pro MX 70 & 90, Xtreme Typhoon 125 4 stroke, LEM, DRR90. If shifter 85cc Quads are present, they may drop with Mini Quad Prod or Quad Sport. Those riders will not receive any points.

Here is a list of parts that must remain stock for ATV STOCK CLASS

- Air Box (including lid)
- Frame
- A-arms Fuel Tank
- Carburetor (jetting changes allowed)
- Rim Size
- Electronics
- Stroke
- Exhaust System with Spark Arrester
- Swingarm
- Internal Engine Components
- Wheel Hubs

DPMX will reference the AMA Rulebook on the stock ATV rules.

POINTS SYSTEM	
Place	Points
1	25
2	22
3	20
4	18
5	16
6	15
7	14

8	13
9	12
10	11
11	10
12	9
13	8
14	7
15	6
16	5
17	4
18	3
19	2
20	1

TROPHIES

50cc, Girls JR and Mini Quad classes automatically trophy 50% of the class with participation awards for the remaining class participants. All other classes 33% will trophy.

33% Trophy Payout

- 1-3 Riders = 1 Award
- 4-6 Riders = 2 Awards
- 7-9 Riders = 3 Awards
- 10-12 Riders = 4 Awards
- 13-15 Riders = 5 Awards
- 16-18 Riders = 6 Awards
- 19-21 Riders = 7 Awards
- 22-24 Riders = 8 Awards
- 25-27 Riders = 9 Awards
- 28+ Riders = 10 Awards

Trophy Trade-In Policy (At day of event only)

One 1st Place Trophy = \$10 in DP Bucks or 1 MK Tshirt

Three 1st Place Trophies = 1 DP Hoodie

One 2nd-10th Place Trophy = \$5 in DP Bucks

Two 2nd-10th Place Trophy = 1 DP Tshirt

Five 2nd-10th Place Trophy = 1 DP Hoodie

*Trophies must be in good shape in order to receive trade in. Trophies will be inspected by DPMX staff and may be denied.

MINOR RELEASE REMINDER

Anyone under the age of 18 attending or participating in any DPMX event must have a parent with them. If a parent cannot attend the event, the parent must assign the minor a legal guardian by filling out the Notary Form. A brother, sister, uncle, aunt, cousin, grandparent, neighbor, or anyone else that is over 18 **Can Not** sign up a minor and is not considered a Legal Guardian unless the parent of the minor has assigned them as such by completing the Notarized form. These forms are available on our website or at the track.

WARNING

Motorsports are inherently dangerous, ride at your own risk.

We do not have Medical Insurance to cover you the rider.

If you do not have any or do not feel comfortable riding under these terms, please get a refund.

Check the track--consider your ability to negotiate it. If you are not comfortable, get a refund immediately.

No refunds after practice.

GENERAL INFO

1. Practice starts @ 6pm and first heat races @ 7pm, Jordan track operates under different times, check sx schedule for information.

***Some SX races start at different times, check schedule.

2. Pricing: \$10 pit admission before 6:30, Price goes up after 6:30pm
\$35 per trophy class, \$35 pro class

3. **Please be aware that some fairgrounds have additional entrance fees that are out of our control. We make every attempt to prevent these extra fees; but we are not always successful.

4. Some fairgrounds have limited parking.

5. DPMX typically does not run the Pit Gate at Fair SX's after 6:30 pm.

Check our Facebook, Instagram, and Motokazie.com for updates before you head to the track.