

# 2014 NCSC RULES

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## 1.0 STATEMENT OF RESPONSIBILITY

You have voluntarily entered an NCSC sanctioned event. It does not indicate that the track has been inspected or approved by the association, nor does it indicate that the officials have been trained or accredited by the association, nor does it indicate that any NCSC authority or the promoter has assured your safety.

Motor sports are inherently dangerous. You should take part in this competition based on your own assessment of your abilities. If you have not personally inspected the course, we urge you to do so. You have been provided an opportunity to practice under non-competitive conditions. If you have not practiced, we urge you to contact the referee at this time. You are responsible for the quality and condition of your motorcycle and protective apparel.

The NCSC or the promoter does not provide medical insurance coverage. You cannot compete in Motorsports without adequate personal medical insurance coverage. If you have any doubts at this time about your personal abilities to participate in this event, if you have not adequately prepared yourself and your equipment, or if you believe your personal insurance coverage's are not adequate to compensate you for any loss that might occur, we urge you to notify the NCSC or the promoter who will immediately refund your entry fee. Spectators witnessing these events assume all risks for any injuries or damages resulting from the race.

The NCSC or the Promoter reserve the right to restrict admission onto the premises or participation in an event to any individual (s) for any reason, to insure the safety and well being of the contestants, spectators, and patrons, as necessary.

Please Note: Additional copies of this rulebook are available from the NCSC or at Paul Buckley Photos

## 2.0 GENERAL RULES OF COMPETITION

The rules of competition are intended only as a guide for the conduct of the sport. The rules are directed or related to safety. Each participant in competition has the responsibility to assess the safety aspects of facilities and conditions and must assume the risk of competition.

The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. All participants are deemed to be in compliance with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

All riders, mechanics, pit crews, and promoters are deemed to be fully aware of all of the rules and regulations of the New Capeway Sports Committee (N.C.S.C.) and will be required to abide by them. Enforcement can be carried out by the Referee, Starter, Track Referees, or any N.C.S.C official.

All locations are private property and are closed, except on race dates. Use of the properties other than on race day is limited to the promoting organizations and their members. Trespassers, with or without motorcycles will be prosecuted for trespassing.

Insurance companies may require that all persons sign a release and waiver of liability and indemnity agreement form upon entering onto the premises of the events. Remember that motorcycles or motor vehicles, whether used in organized activity or on a casual basis can be dangerous.

All events are run rain or shine, except where conditions warrant otherwise.

No fireworks, glass containers, or open fires at any events.

No running of generators after 10:00 PM.

No tricycles, unicycles or bicycles, should be brought to any N.C.S.C. events. For safety of all, please leave these items at home. Disqualification of rider will occur.

All pets are the responsibility of their keepers or owners. All pets must be tied or restrained at all times, on reasonable length leashes so as not to harass or endanger the general public, mechanics, or riders. Any pets not properly controlled or creating problems shall be restricted from further N.C.S.C. events. Note, that at no time including the day before an event, are pets allowed out on the track or track areas, with or without leashes. Proper vaccination papers are required if you bring a dog to any state other than the one in which you live.

Profanity, unsportsmanlike or disrespectful actions on or off the track by riders or mechanics towards other riders, mechanics, spectators, event officials and/or N.C.S.C. officials shall be subject to further suspensions by the N.C.S.C. physically attacking an N.C.S.C official or track official by a rider or a member of his family or crew will result in an indefinite suspension.

Riders are responsible for all actions of their motorcycles, mechanics, and pit crews at all times.

Riders, mechanics, pit crews, and race officials may not during the day's events drink alcoholic beverages, use drugs, or stimulants of any type.

Riders and mechanics must enter and exit the track areas and pits in the designated entrance and exit lanes. Failure to do so may be subject for disqualification for all involved for the day.

Event participants (riders) are not allowed in the track area. Except when racing. Riding in the pits is limited to 1<sup>st</sup> gear no throttle to and from the start line or exit area to your pit only.

No one except riders officially registered in any event may ride or practice on the day of the race. You must officially register before practice.

In the event of starting-gate malfunctions, the Promoting Referee shall assign a flagman to "flag-start" all events.

Any rider "cutting" the course (track) shall be penalized (1) lap. An inadvertent stray from the course (track) shall not be considered course cutting unless the Referee considers it deliberate and/or an advantage was gained. The rider may continue if he/she safely re-enters at the place or near the place where they left the track without attempting to shorten the course or improving his/her position.

A rider may receive assistance to restart only when he is off the course. A Rider cannot gain an advantage resulting from the assistance. If an advantage is gained the rider will be downed one lap - 50 cc is the only exception.

Parents, friends and riders may NOT enter the track to help riders if they fall or bike quits. Track Officials may assist if necessary for safety reasons. Lappers intentionally impeding riders who are lapping them will receive one warning; second warning will be a black flag and disqualification for that moto.

### 3.0 COMPETITION APPAREL

The N.C.S.C and the track promoters do not endorse or guarantee specific manufacturers of products, and thus the rider must rely on his own judgment in the selection and usage of any helmet and apparel for durability and safety. Participants are solely responsible for the condition of their riding equipment and motor vehicles. Participants are solely responsible for their safety. All riding apparel must be properly worn and attached. Riders with any riding apparel deemed improper and or endangering to the rider's safety, shall be black-flagged. After making corrections the rider may be allowed to proceed. Riders with improperly strapped helmets shall be immediately disqualified.

**JERSEYS:** Jerseys must be made of a material that will help protect a rider against cuts and bruises and be of a durable material. Wrist length sleeves (short or 3/4 sleeves are not permitted.) Sleeves may not be rolled up.

**BOOTS:** Conventional Motocross boots are required.

**SHIRTS, JACKETS and PANTS:** Shirts and jackets must have full bodies and long sleeves. Pants must be full-length and made of padded leather, padded nylon or a sufficient weight material of sufficient length to afford a reasonable degree of protection. It is recommended that the rider's name or number is on the back of his/her shirt or chest protector to assist in scoring.

**GLOVES:** Gloves are required at all events.

**GOGGLES:** Shatterproof goggles or face shields must be worn in all events, including practice.

**HELMETS:** A full face or full coverage type helmet must be worn at all events and practices. Helmets must meet or exceed D.O.T. Federal standards or current Snell foundation standards. All helmets must be of proper size to fit with a functioning chinstrap of proper length and helmet coverage must extend below the ear. Helmets with cracks, broken straps, and other such defects are prohibited.

The use of Chest protectors, mouth guards, neck braces, and kneepads are highly recommended.

### 4.0 EQUIPMENT STANDARDS

The Referee, Track Officials, and any N.C.S.C official shall have the power to disqualify any motorcycle rider or mechanic who does not conform to the rules and may inspect any part of a motorcycle and/or riding equipment in competition at any N.C.S.C event. The Referee Track Officials, and any N.C.S.C official (as authorized) may be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

All N.C.S.C classes are considered "Modified" unless otherwise stated. The Referee, N.C.S.C designated official are empowered to have motors measured in any event under N.C.S.C sanction. Any rider refusing to allow their motor to be measured or to prepare their motor for measurement automatically disqualifies themselves and all their promotional and or championship points shall be suspended to the end of the racing year.

All motorcycles in the 250 Lites (except Youth classes), 450 MX, and open classes must have the minimum wheel sizes of: front-20 inches, rear-18 inches.

85cc maximum 17 inches front, minimum 11 inches rear

65cc maximum 14 inches front, minimum 10 inches rear

50cc maximum 12 inches, minimum 10 inches

All center stands, side stands, kickstands, headlights, taillights, direction lights, broken fenders, and any such protruding unsafe objects must be removed. Accessories may replace standard items, so long as the accessory items are mounted and used in a safe and approved manner. This is to include such items as wheels, fenders handlebars, seats, gas tanks, brakes, etc.

All motorcycles must be equipped with adequate and operating front and rear wheel brakes. All brakes must be of the internal expanding drum type or disc type brake.

Excessive leakages from gas tanks, fuel systems, or fittings, as well as temporary makeshift repairs to the fuel system are prohibited.

All motorcycles are required to have 45-degree angle folding foot pegs.

All motorcycles must be equipped with approved mufflers and or silencers in proper operating condition.

Handlebars may not be broken, cracked or repaired. Handlebar mounts may be properly altered. Handlebar ends must be covered.

Control levers must have ball ends (Min. 1/2 inch).

All motorcycles must have a "Kill-button" in operating condition, mounted on the left-hand handlebar.

No type of studs, spikes or chains is permitted on any tire.

The throttle must have a self-return spring in working order.

The Referee shall have the power to disqualify any cycle that does not conform to the rules and may inspect any part of the cycle entered in competition at any NCSC meet at any time.

## 5.0 MOTORCYCLE CLASSIFICATIONS

A maximum re-bore of 2mm over the manufacturer's standard specification is allowed within each of the classes.

All motorcycles must be ridden in their proper displacement classes. Illegal engine displacement within any class shall result in forfeiture of all promotional and/or championship points, loss of contingency prizes, trophies, and rider suspension of up to one year from the date of the infraction.

Engine sizes are as per manufacturer's standard specifications.

50cc class - 60cc "sleeve-ups" or "sleeve-downs" are not permitted.

65cc class - Sleeved-down 85cc are not allowed.

85cc class - All 2 stroke motorcycles must be a minimum of 70cc and a maximum of 85cc. Sleeved-down 100's and or 125cc are not permitted. All 4 strokes must be a minimum of 75 to 150cc. No Big Wheels allowed.

105/Supermini Class - 2 strokes 85cc - 112cc, 4 strokes 75 - 150cc. Big wheel allowed. Maximum wheelbase 52".

Youth Classes - 85cc (Big Wheel) to 150cc 2 Stroke, 150cc (Big Wheel) to 250cc 4 Stroke  
Minimum wheel size 19 Front 16 Rear

250 Lites class- all 2 cycle motorcycles must be 125cc - 250cc, all 4 strokes 250cc will be allowed. (Note minimum wheel size 20" front and 18" rear, except for the Youth class.)

450 MX class - all 2-strokes 125cc - 500cc, all 4-strokes 251cc - 550cc.

Open class - All motorcycles must be a minimum of 125cc's.

The machine that leaves the starting line for the first race shall be deemed the qualified machine for that class. Riding a borrowed motorcycle is permissible. It is the rider's responsibility to notify the referee in writing when borrowing a motorcycle, prior to the moto.

#### 6.0 NUMBER PLATES

All motorcycles must have number plates, upright, clearly visible and legible when in a riding position and securely mounted; they consist of a front plate and side plate on each side.

Your N.C.S.C assigned number, in plain block numbers, with the appropriate color combinations must be used.

Fluorescent numbers and or backgrounds are not allowed. Fancy designs, outlines and or shading of numbers are not allowed.

All numbers on a motorcycle must be minimum of six inches tall, except for 50cc and 65cc class, they can be a minimum of three-inches tall.

Numbers may not touch or overlap on number plates.

Illegible numbers can result in either improper lap scoring or no scoring for the race. It is the rider's responsibility to ensure scorers can easily read his official NCSC number.

Number Plate Colors are: 50cc+ 60cc and Novice (C) - Black background White numbers, Amateurs (B) - Yellow background Black numbers, and Expert (A) - White Background Black numbers.

#### 7.0 MECHANICS

Must sign in during the normal check in periods and pay a \$5.00 daily fee. Show written proof of proper medical coverage and be a minimum of 18 years old. At no place on the track, other than the mechanics area shall mechanics make any alterations, repairs or adjustments to any motorcycle. Mechanics leaving the designated mechanics area during their rider's moto will subject their rider to disqualification from that moto. Mechanics must use caution as not to interfere with other racers while signaling other riders.

## 8.0 STARTING PROCEDURES AND REGULATIONS

The track Referee shall decide on the number of motorcycles to start in each race. In all starts the Referee shall have the power to decide what a fair start is, and shall instruct the starter to signal for a restart when/as necessary.

Riders may not start more than two (2) feet behind the starting gate or jump the starting gate. Penalty is loss of one (1) lap.

Before a race starts a 30 second signal will be given - then a five-second "in gear signal". Following this five-second "in gear signal", the gate will be dropped anytime within the next 10 seconds.

Riders must be ready when their class is called.

If a safety violation is issued a rider will not be allowed to race unless the safety violation is corrected.

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

## 9.0 EVENT-ENTRY PROCEDURES

Only riders and mechanics holding valid N.C.S.C competition card are eligible to participate in N.C.S.C events. N.C.S.C competition cards are valid from Jan 1st to Dec 31st and are not refundable or transferable.

One-day competition card are available at \$10 per day. If you use this option the fee will not be used towards a full N.C.S.C competition card. Full membership for 2014 mailed in is \$75.00 full membership at the track is \$100.00

The N.C.S.C competition card does not imply that its bearer has been trained, tested, or certified to have achieved any level of competence in the operation of his or her motorcycle.

No one except riders officially entered in any event may ride or practice on any racecourse the day of an event. Anyone participating without properly registering may be prosecuted as a trespasser.

The promoters and/or the New Capeway Sports Committee (N.C.S.C) do not provide medical coverage insurance, and medical coverage insurance is not available at the events. Each participant must provide their own coverage and they must show written proof of such coverage at each event when they check in. All participants at N.C.S.C events are responsible for all medical bills, doctor bills, ambulance fees and hospital bills that have been incurred as the result of participation at any N.C.S.C event. If you have no medical coverage, you are not eligible to participate. Participants may be refused entry for improper medical arrangements at any past or present N.C.S.C events.

At sign in, a rider must show his or her N.C.S.C competition card

Show written proof of current medical coverage.

When applicable show written proof of permission to participate in event (must be notarized).

For all riders under 18 (eighteen), both rider and parent (or legal guardian with notarized written proof of guardianship) must check-in at each event. The parent or legal guardian must remain at the event the entire time the rider is participating. A new notarized consent form is required for each event. . A "minor" release form must be completely filled out and properly signed by their parent or legal guardian for every minor

participating in the day's activities.

The NCSC may refuse the entry of any rider or mechanic who has been disqualified and or suspended by the N.C.S.C or not made proper arrangements for the payment of hospital bills, ambulance, doctor's expenses and or any related bills that were incurred at any prior N.C.S.C sanctioned event.

Your complete frame numbers must be on your entry form. All motorcycles without frame numbers must be registered with the New Capeway Sports Committee. If you change bikes, frames etc. after you have sent in your entries then report to sign-up and give the changes in writing when you check in. If you change bikes, frames and etc. after practice, you must give the changes, in writing to the referee prior to your first moto.

#### Event Entry Forms

Entries at the track will be taken on a "space as available" basis at the events. Gate refunds will not be made to unaccepted riders. Each entry form must be individually notarized; it is illegal to copy the notary seal. If you're entering more than one class on the same day you may use 1 form for all classes.

Event Entry Checks payable to the N.C.S.C. Please put your Riding Number in the lower left-hand corner of all of your checks. All checks must be signed. Entries improperly received, Misrepresentation of age, name, rider classification, medical coverage and any other information to the N.C.S.C, the individual promoters and or the event officials may result in a one year suspension for all involved and subject to further penalties by the N.C.S.C. Entry acceptance into a class does not make you legal for the class. It is the responsibility of the rider to enter the class in which he is legal to ride. The responsibility of meeting specifications is the riders. An entry will consist of a motorcycle and a rider.

Entry fees are not refundable or transferable. Any checks that are returned, either to the N.C.S.C or to the individual promoters unpaid, including "Stop-Payment checks", shall result in immediate suspension until proper payment, which includes a bank penalty plus \$20 per check has been paid.

Track Entries Fees: Members \$35.00 Per Class per Day, all classes. Non Members \$35 Per Class Per Day plus 1 #10 One Day Membership, One Day Members do not receive Championship points. Special events - are as advertised. Entries at all events, for all classes, may be limited. Limited means that class or classes are "full" and no more entries may be accepted.

10.0 CLASSES

10.1 2014 N.C.S.C Classes

Class	Championship Points	Promotional Points
1. 50cc age 4-6 as of 1-1-14	CH	No
2. 50cc age 7-9 as of 1-1-14	CH	No
3. 50cc Open 4-9 - (70cc 4 stroke) Certificate only		No
4. 65cc A/B 7-12 as of 1-1-14	CH	No
5. 65cc C 7-12 as of 1-1-14	CH	Yes
6. 65cc Open 7-12 as of 1-1-14 Certificate only		No
7. 85 A/B 7-15 as of 1-1-14	CH	No
8. 85cc C 7-15 as of 1-1-14	CH	Yes
9. 105/Supermini Certificate only		No
10. 125 Youth A/B under 18	CH	No
11. 125 Youth C under 18	CH	Yes
12. 250 Lites Expert Certificate only 100% Payback		No
13. 250 Lites Amateur, Novice	CH	Yes
14. 450MX Expert Certificate only 100% Payback		No
15. 450MX Amateur, Novice	CH	Yes
16. Open A/B 125-250+cc Certificate only 50% Payback		No
17. Open C 125-250+cc Certificate only		No
18. Woman's 85cc+ Certificate only		No
19. 30+ A D.O.B. 1984 or prior Certificate only 50% Payback		No
20. 30+ B, C, D.O.B. 1984 or prior Certificate only		No
21. 40+ A D.O.B. 1974 or prior Certificate only 50% Payback		No
22. 40+ B, C, D.O.B. 1974 or prior Certificate only		No
23. 50+ D.O.B. 1964 or prior Certificate only	No	

When classes are combined, they are still separated for promotional and championship scoring. To qualify for a championship, 65% or more of the moto's in the series must be run.

If a race is stopped and less than 50% has been run, the referee may - Call the race completed or Run the remaining portion.

The finish order of riders in the qualifying motos shall determine the start positions for the final moto as follows:

The current top-10 including ties. (If championship event).

The winner of each qualifier shall have choice of position. The 2nd place finisher is next, 3rd next, and so on.

For all subsequent motos, the previous finish will assign starting positions.

Starting positions for qualifiers shall be determined by the computer. At the discretion of the promoters, when a non-championship class has more riders than can properly be placed on the starting gate, they have the following option:

Run heats, qualifying so many into the single final moto.



## 11.0 RIDER CLASSIFICATIONS

If you ride at non-N.C.S.C events and at these non-N.C.S.C events ride in classes that have contingencies and these are "A" contingencies, then you must ride in the "N.C.S.C" at the "A" level.

If you ride at non-N.C.S.C events eligible for "B" contingencies, you must ride at "B" or higher classes in the "N.C.S.C".

The N.C.S.C considers "A" is an expert/Advanced, "B" is an amateur, and "C" is a novice. Exception, NEMA and NES C Youth A will be considered a 250 Lites Amateur.

The class that you ride in is first determined by the size of the motorcycle you will be riding and then by your rider classification. Riders from other associations or districts must ride the classification as stated above.

N.C.S.C competition card or individual event acceptance into a rider class or classification does not necessarily make you legal for that class or classification. It is the responsibility of the rider to enter the class or classification in which he is legal to ride in. The responsibility is that of the riders and event entry consists of motorcycle and a rider.

If your rider classification changes within organizations or events other than the N.C.S.C during the season, it is the rider's responsibility to report this change in writing to the N.C.S.C as soon as it occurs. Failure to do so may result in forfeiture of all championship and promotional points, loss and or forfeiture of all contingency prizes, return of all prizes won and suspension from N.C.S.C competition. The length of the suspension will be at the discretion of the N.C.S.C.

Rider's classifications are assigned by the N.C.S.C. The information that you supply the N.C.S.C, your N.C.S.C riding record, classifications at non-N.C.S.C events, promotional points earned determine your rider classification. Riders may not "decide" what class or classifications they "feel" like riding.

You must ride in the highest rider classification that you have held or hold in any organization or events past or present

Are you unsure of your classification? Does the group or organizations in which you've been riding have different classifications from those listed? Or do you have questions about classifications? Then you need to communicate with the N.C.S.C in writing explaining your problem.

Expert, Pro-Am., Pro-Riders, and such are Expert "A" in the N.C.S.C an expert rider must be of 16 years of age with an accumulation of 200 points. Amateur advancement to Expert is based on the accumulation of 200 promo pts. Upon reaching this level you may if you choose promote to race as an Expert

With the following exceptions, all rules, equipment standards and regulations apply to the Vet classes, including entry requirements.

Any size motorcycle 125cc and up may be used.

At the discretion of the promoters, at non-championship Vet events, if less than 12 pre-entries are received for the Vet class; all such entries may be moved to the appropriate regular class.

## 12.0 SCORING Revised as of 5/13/15

### Scoring

12.0 When the race winner receives the checkered flag, the race will be considered completed on this lap. No rider will be allowed to make up lost laps after the checkered flag; however, the riders will be allowed 3 minutes to complete their final lap. Rider and bike must pass over the finish line together. The three-minute time period is to begin when the checkered flag is first given to the lead rider. Under any circumstances the winner is the leader at the time the checkered flag is given. Final results will be confirmed through scoring. Any rider not completing 50% of the race and not crossing the checkered flag during the allowed time will receive a DNF for the moto. Exception 50cc will not receive a DNF. Gate positions for the 2nd Moto are based upon the 1st Moto results. All promotional points, trophies and contingency awards will be awarded from the overall results. The two moto finish placements are tallied for each rider; the rider with the lowest combined score is the overall winner. Ties are broken by the better finish in the second moto.

Start positions for 1st Moto shall be determined as follows: The current top-ten in order. If there are too many riders in a class then qualifying heats may be run.

When it is necessary to run qualifiers for championship moto's, the current top-ten in the point standings, in each class, will be exempt from such qualifiers. Regardless of full class or short class. Championship points are not reduced.

When classes and or age divisions are combined, each class is scored separately for promotional points, contingencies, championship points and trophies.

The number of promotional points, awards, and possible contingencies will be based upon the entries in each of the classes. When different rider classifications are combined, a separate start may be given, with the higher ranked riders starting first.

If "Split" starts are used the higher classified and/or larger motor sizes will begin in the front row at the discretion of the referee

## 13.0 PROMOTIONAL POINTS

Promotional are accumulated per rider, not per class and they are accumulated from year to year. Promotions to the next classification are given at the conclusion of each day's events.

Promotional points are awarded to the top five (5) overall finishers. 250cc Lites & 450 MX Classes: 1st -6, 2nd-4, 3rd-3, 4th-2, 5th-1 Youth Classes (65cc & 85cc): 1st-3, 2nd-2, 3rd-1, 4th-1, 5th-1

Promotional points for when there are less than 12 riders in a

250cc Lites & 450 MX Classes: 10-11 riders 1st-4, 2nd-3, 3rd-2, 4th-1 7-9 riders 1st-3, 2nd-2, 3rd-1 4-6 riders 1st-2, 2nd-1

Four (4) rider's entries constitute a class for promo points.

3 or less riders no promotional points;

Promotional points less than 12 riders in a youth class:

7-11 riders 1st-2, 2nd-1, 3rd -1 4-6 riders 1st-1, 2nd -1 Four (4) riders entries constitute a class for promo points. 3 or less riders no promotional points

When you earn the proper promotional points you must advance to the next classification. Promotion points freeze Amateur, Novice class. What happens if part way through the series you have earned enough points to advance?

Option 1: You simply advance

Option 2: If you have participated in half of the series you may freeze your status. Frozen riders will only receive additional championship points, no promotional points and no trophies or Capeway Cash. If a rider chooses option 2 at the end of the series he will advance to the next level automatically or he may choose to unfreeze at anytime and simply advance.

All points are permanent, for example when a rider makes amateur with 100 points that rider needs an additional 100 points to make expert with a total of 200 points

All classes except 50cc, 65 Open, 105 Open, 250cc Lites & 450 MX Expert, Open A/B/C OR Vet, are eligible for promotional points.

Points needed to Promote:

65cc C to B 15 Pts, B to A 40 Pts, 85cc C to B 30 Pts, B to A 50 Pts, 125 Youth C to B 40 Pts, B to A 80 Pts,

250cc Lites & 450 MX C to B 100 Pts, B to A 200 Pts.

#### 14.0 TROPHIES

There must be twelve riders in a class to have 5 trophies awarded.

When there are less than 12 riders in a class:

9-11 riders 3 Trophies, 6-8 riders 2 Trophies, 5 riders or less 1 Trophy, You may substitute a trophy for Capeway Cash. Capeway Cash can be used for Gate Entry, Food, or Class Entry Fees.

#### 15.0 CHAMPIONSHIP POINTS

The top ten in a championship series will have their choice of gate assignments based upon their current standings.

Championship points are accumulated from all of the championship motos within each class throughout each series. These points are then totaled up and the rider that has accumulated the most championship points in each series is declared the series champion.

Ties for Championship standings in all classes will be decided by the rider with the highest place finish in the last scheduled Championship final/moto, not by an individual rider's last final/moto, but by the scheduled events. Standard moto points:

1st - 25	5th - 16	9th - 12	13th - 8	17th - 5
2nd - 22	6th - 15	10th - 11	14th - 7	18th - 5
3rd - 20	7th - 14	11th - 10	15th - 6	19th - 5
4th - 18	8th - 13	12th - 9	16th - 5	20th - 5 etc...

Championship points are awarded for each moto.

4. When advancing (promoted) to a higher-class, Championship points will not advance with the rider

## 16.0 PROTESTS

Any rider competing in a class may make a protest to the referee regarding another rider's classification, motorcycle displacement, or any other items that are relative to his or her class.

Each such protest must be made in writing and accompanied by a protest fee of \$25 for each protest. If a tear down of a motorcycle is required, a protest fee of \$150 is required for all reasonable expenses connected with the protest.

In the event that the protest is upheld the rider that submitted the protest will receive his or her money back. If the protest is not upheld the money will go to the rider that was protested.

Protested riders or classes shall have no bearing in the promotional points except with their class.

All decisions on protests will be made as soon as possible, but if it is not possible to decide the protest immediately the Referee may permit the rider and motorcycle to compete, under protest.

Any points, trophies, and/or monies won will be withheld pending the decision of the protest.

Protest time: You have 30 minutes after the results are posted to file a protest. If you have a problem with the results, please go see the clerk immediately. It is your responsibility to check the results.

Do not remove the posting Strips from the board, the clerk will have an exact copy. With the exception of the Youth classes, the rider must make the protest. For the Youth class, a parent or legal guardian may file the protest.

## 17.0 OFFICIAL FLAGS & SIGNAL BOARDS

30-second signal board at the beginning of each race indicates 30 seconds before the start.

10 second Board: Starting gate to drop in approximately 10 seconds.

10 second Board Turned: Starting gate to drop at any time

#1 signal board displayed at the finish line near the end of a race indicates that there is one lap one lap remaining.

#2 signal board displayed at the finish line near the end of each race indicates that there are two laps to go.

Black and white checkered flag: Signals the end of the race.

Black flag: The race is being stopped. Slow down safely and return to the starting line for instructions. Cautiously proceed back to the starting line area.

Pointed Black flag: An individual rider is being flagged off the track (by the referee). All other riders are to Continue to race. The referee will point to the rider that is flagged. Riders that are flagged must on the next lap, stop for instructions.

Yellow or Orange Flags: Danger on the track. Proceed with caution and maintain position until safely past down rider or obstacle. No passing or jumping is allowed within the "Yellow" flag area(s), all jumps, whoops, tabletops, and double and triple jumps must be rolled. No passing is allowed. Failure to do so may result in loss of one lap or rider

disqualification for the day.

Crossed flags: (Given at the finish line only) Indicates that the race is at the halfway mark.

Refusal to obey official's flag(s) and or signals may result in loss of one lap or rider disqualification for the day's event and subject to further penalties and disqualification's by the N.C.S.C

NEVER ride without a helmet!

Enter at your own Risk.

No Riding in the pits.

No pit bikes / vehicles. No bicycles.

No dumping of RV Fluid (any offense is a lifetime ban!)

No destruction of Property (any offense is a lifetime ban!)

Pets must be on leash.

Generators have a strict 10pm shut-off.

Be Courteous to the townsfolk who host our tracks.

Sportsmanlike conduct is required at all times!

Do not leave tires or oil behind, take it home with you.

Track Locations:

Capeway Rovers M/C

Off Plymouth St. Middleboro, Ma 02346

GPS Address: 224 Plymouth St. Carver, Ma

Mail: Capeway Rovers M/C

P.O. Box 2304

Abington, MA 02351

Email: david@capewayrovers.com

[www.ncscmotocross.com](http://www.ncscmotocross.com)

[www.capewayrovers.com](http://www.capewayrovers.com)

Winchester Speedpark

517 Keene Rd

Winchester, NH 03470

Phone 603-239-6406

Fax 603-719-0877

[www.Winchesterspeedpark.com](http://www.Winchesterspeedpark.com)

e-mail: winchesterspeedpark@msn.com

MX-207

53 Bartlett Bridge Rd. (RT 202)

Lyman, ME.

Phone: (207) 602-8333

Hotline: (207) 247-3043

Mail: MX-207PO Box 207East Waterboro, ME 04030

[www.mx207.com](http://www.mx207.com)

NCSC will be running 20 Events some combined with NEMX or NEMA These events will take place at: Capeway Rovers M/C, Winchester Speedpark & MX 207. To Receive Championship Series Points from either organization you must be a member of that Organization. 1 day Memberships are available but do not count for Championship Series Points.

