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The AMA/MotoAmerica-sanctioned Texas Mini Cup mini moto race series is designed to develop young, aspiring racers as they progress toward professional competition in MotoAmerica. Providing a structured and competitive environment, the series helps riders hone their skills, gain race experience, and build a foundation for higher levels of motorcycle racing. With a focus on safety, skill development, and sportsmanship, this series serves as a vital stepping stone for the next generation of road racing talent.

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MotoAmerica Qualifying classes (please refer to the [MotoAmerica Regulations](#))

stock engines and pump gas only

Stock 50 MA (ages 6-8)

- CRF50, XR50, TTR50

Stock 110 MA (ages 8-12)

- Honda CRF 110, Yamaha TTR 110/TTR 90, Kawasaki KLX 110/110L/110RL, Suzuki DRZ 110, Stock SSR 110

Street GP MA (ages 12+) -Single cylinder naturally aspirated air-cooled (four stroke) up to 135cc

- Honda Grom, Kawasaki 125, CFMoto Papios, Benelli 135

Ohvale GP 110 MA (ages 10-14)

Ohvale GP 160 MA (ages 10-14)

Ohvale GP 190 MA (ages 12-16)

Texas Mini Cup Support Classes

PW 50/Electric (ages 6-8)

- Yamaha PW 50 and electric equivalents

Mini (ages 13+)

- KLX110, Yamaha TT-R 125, Honda XR 100/CRF 100/CRF 125, Honda Grom, Suzuki DRZ 125, Kawasaki KLX 125, Kawasaki Z-125, NSF100F, GP 110, VMC GP10 ZS110
- 135cc 4t air cooled, 60cc 2t all modifications allowed
- Motard, GP, Street Chassis

Super Mini (ages 13+)

- Kawasaki Kx65, KTM 65 sx, GP 160, VMC GP10/GP12 YX160, CRF150F
- 72cc 2T, 180cc 4T air cooled, 135cc 4T liquid cooled, all modifications allowed
- Motard, GP, Street Chassis

Unlimited Mini (ages 16 +) (Big bores are allowed!)

- Mad dog bikes (front brake required), CRF150R, GP 190, VMC GP12 ZS190/Daytona 190
- 85cc 2T liquid cooled, 150cc 4T liquid cooled, 215cc 4T air cooled

GP 250 (ages 14+ with exceptions)

- Moriwaki 250, Ohvale GP-7, Tianda TDR300, Honda RS 125, Yamaha TZ 125

300 SS (ages 14+) *Stock Engine and Pump Gas

- Yamaha YZF-R3, Kawasaki EX300/EX250(SBK), KTM RC390, CBR250R(SBK)/300R, Aprilia 250 SP, Honda CRF 150R

400 SS (ages 16+) *Stock Engine and Pump Gas

- Kawasaki EX400, Aprilia RS457, Honda CBR500(SBK)

250 SM (ages 18+) 125 2T 250 4T

- KX125, YZ225F, Yamaha YZ 125, Yamaha YZ 250F, Honda CRF 250F

450 SM (age 18+) 300 2t, 500 4t

- KTM 450 SMR, Husqvarna FS 450, Honda CRF450 sm502
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HOW TO SIGN UP AND REGISTER FOR RACING:

Texas Mini Cup (TMC) will be using the Alpha Registration website

<https://texasminicup.alphatiming.co.uk/register/events> for registration. All registrations will be online. Alpha RaceHub App and [Alpha timing link](#) will be available for live timing. Discord will be the communications app for the series. All announcements, race grids, and official race results will be posted on the Texas Mini Cup Discord. This is the live link for the [TMC Discord](#). Results will also be available on the Alpha website [here](#).

Alpha RaceHub is free and can be downloaded from Apple Itunes or Google Playstore.

ENTRY TO EVENTS AND GATE FEES

All Texas Mini Cup events will have an insurance waiver that needs to be signed and a gate fee of \$10 cash per person which will need to be paid upon entry to the event. You will go to registration to sign the waiver, pay the fee, and you will receive a wristband that you must wear while at the event for insurance purposes. KartMoto members will not have to pay the gate fee, but will still need to check in at registration and sign the waiver for a wristband.

A discounted KartMoto membership will be available with the Texas Mini Cup discount of **TXMCUP2025**. Please speak to registration to sign up.

RACE REGISTRATION AND ENTRY FEES

License Fees

Texas Mini Cup competition license - \$30 (good for calendar year)

Texas Mini Cup license school* (see Part 7, item 12 in rulebook) - for new racers/racers with no on track race experience, includes license - \$30 (competition license must be purchased with license school)

Race Entries

A single entry includes morning practice, qualifying, a Sprint race and a Grand Prix race for each class (1 entry = 2 races + Qual + Practice)

Single Entry for Stock 50 MA and PW 50/Electric only - \$90

Single Entry for all other classes (signing up for only one class) - \$125

Second Entry for all other classes - \$50

Third Entry for all other classes - \$30

PART 1 - RIDERS, RACE SERIES, POINTS AND AWARDS

1. Riders will not be ranked according to ability (Expert, Novice) but will be gridded according to qualifying times.
2. Awards will be given for 1st, 2nd, and 3rd place finishers for each Grand Prix (GP) final with a minimum of 5 entrants in the race. No trophies/awards will be given for Sprint races. Results from the Sprint races will determine the grid for the GP races. All trophies should be collected at the track; if an unclaimed trophy is requested late, the rider must pay for shipping. Trophies will only be available for one month following the event.
3. If a class has a sponsor, sponsor awards will be listed for each class.
4. The race day schedule will consist of morning practice(2-3 rounds), 1 Qualifying round per class(some classes may be combined), 1 Sprint race per class, and 1 GP race per class.
5. Points for the Sprint race finishes will be awarded as follows:
1st – 12 4th – 6 7th – 3
2nd – 9 5th – 5 8th – 2
3rd – 7 6th – 4 9th – 1
6. Points for the GP race finishes will be awarded as follows:
1st – 25 4th – 13 7th – 9 10th – 6 13th – 3
2nd – 20 5th – 11 8th – 8 11th – 5 14th – 2
3rd – 16 6th – 10 9th – 7 12th – 4 15th – 1
7. Only riders completing a minimum of 75% of a sprint or GP race and taking the checkered flag at the start/finish line under power on the race track or pit lane will be awarded a finish position.
8. Texas Mini Cup (hereafter referred to as TMC) is partnering with AMA in 2025. All riders at all TMC races will be required to have an AMA Membership. You can obtain this ahead of time at

<http://www.americanmotorcyclist.com> or at the event through TMC. Use the promotional code **TXMCUP** so they know you're a TMC racer when you join or renew.

9. For any of the MotoAmerica eligible classes, please refer to the MotoAmerica Mini cup rules here:

<https://americanmotorcyclist.com/wp-content/uploads/2024/10/2025-MotoAmerica-Mini-Cup-Regional-Regulations-Final-10.28.24.pdf>

PART 2 - RACE OFFICIALS

1. The RACE DIRECTOR is in overall control of a race event. All other officials report to the Race Director in their specific areas of responsibility. A rider may seek a ruling, on any matter concerning the race and the application of Texas Mini Cup rules, from the Race Director whose judgment will be final at that event. A rider wishing to appeal any decision made by the Race Director may use the procedures outlined in Part 5.
 2. The ASSISTANT RACE DIRECTOR/SAFETY OFFICER reports to the Race Director. If a Race Director is unable to perform his duties during an event for any reason, the Assistant Race Director will assume the duties and responsibilities of the Race Director.
 3. The STARTER reports to the Race Director and is responsible for starting and finishing races and for displaying appropriate flags as specified in Part 4.
 4. The GRID MARSHAL reports to the Starter and is responsible for organizing pre-grid procedures and for ensuring that all riders are gridded according to the grid sheet.
 5. The TECHNICAL INSPECTOR reports to the Race Director and is responsible for ensuring that all machines are prepared properly as outlined in Part 8 and that each rider's protective equipment and clothing is in good order.
 6. The REGISTRAR/SCORER reports to the Race Director and is responsible for registration, timing, scoring and results. In races involving "race time" the Registrar/Scorer will be in charge of the official clock and will be the sole judge of time.
 7. A rider may protest any action by a race official by submitting a verbal or written statement to the Race Director, who will make a final ruling on the scene. If the rider does not like the Race Director's ruling, the rider may appeal the decision by following procedures listed in Part 5.
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PART 3 - RACE PROCEDURES & CONTINGENCY REQUIREMENTS

The Race Director may at any time revoke the racing privileges of any racer, or have a team owner, team manager or crew member removed or barred from further events for acting improperly, being abusive, fighting, disobeying instructions or doing anything else to disrupt orderly procedures or affecting overall race operations or safety.

1. If a rider has pre-entered an event and cannot make the event the rider will receive a full credit/refund minus a \$20 handling fee or the total amount of service fees whichever is greater. The rider must contact Texas Mini Cup by email 24hrs before the event date to request a credit/refund.
 2. An entry is defined as a specific rider/motorcycle combination. For qualifying sessions to determine grid positions, any change in that rider/motorcycle combination will result in that combination being placed at the back of the starting grid for the race. This also applies to any rider found illegal for the Sprint race or qualifying session and has proven legality for the GP.
 3. If a rider has two motorcycles, they must go to grid marshal at pit out after qualifying to ensure they are on the correct motorcycle for the session.
 4. Grid positions will be determined by times recorded in qualifying sessions. If a rider records no time for any reason they will be put to the back of the grid. Any rider found illegal in qualifying will be placed at the back of the final grid.
 5. If for any reason times cannot be obtained by Texas Mini Cup for that qualifying session, the grids will be done by order of registration if the rider has no points OR by the rider's current place in points.
 6. There are two basic procedures used for starting a race:
 - a) A group or groups of machines may be separated on the grid by a multi row break and started simultaneously with one green flag. OR
 - b) A group or groups of machines will be separated into two or more waves (these waves may also contain row breaks), these waves will be started with each wave getting a separate green flag. Waves will have a grid marshal with a wave board separating them on the grid. The method of start used will be determined by the Race Director and Registrar. All riders will be notified at the Riders' Meeting and/or on the grid sheets which races will contain wave starts.
- Once the starter is satisfied the grid is set, the "1" board will be removed from sight, then 2 to 5 seconds later, the starter will throw the green flag signaling the start of the race. If there is a second wave, the "1" board will

come back up, when the starter is satisfied the first wave(s) to be clear the board will be removed and the starter will throw the green flag 1 to 3 seconds later to start that wave.

7. Racers will be given a first, second and third call for each class over the track loudspeaker system and/or the Discord app. The first call will be made at the beginning of the previous race with the second call at the halfway point of the previous race and the third and final call at the checkered flag of the previous race. If riders are NOT in the pre-grid area by the third call, the class may NOT run. Calls may be sped up or lengthened as determined necessary by the officials.
8. Crew and family members are prohibited from access to the racing course for any purpose; a violation

will result in a fine of no less than \$100. Riders needing medical attention will be attended to by qualified, official race personnel as well as Ambulance staff as needed. Disabled motorcycles may be retrieved ONLY with permission of the Starter and/or Race Director or via an approved vehicle.

9. If a race is red flagged after 1/2 of the total distance has been run (1/2 way being defined as the entire field on the lead lap has received the 1/2 way flags), officials may declare the race completed. In that case, riders shall be scored according to their position on the final lap that was completed by the entire field preceding the red flag. Any rider(s) not running on course at the time of the red flag, as well as any rider(s) deemed by officials to have caused the red flag will not be scored in the final race results.
10. In the event a race has been red flagged before reaching halfway, the restart will be the remaining number of laps, not a complete restart. The original number of laps will be used to determine the halfway point of the race no matter how many laps have been completed or remain.
11. All events will run rain or shine unless the track is impassable or unsafe as determined by race officials. When an event is canceled by TMC the following may happen: The unrun races, their points and awards may be moved to another day/event/weekend and/or a 50% credit for unused entries will be issued from TMC. Contingency awards may or may not be moved at the discretion of the contingency sponsor.
12. All travel on the racetrack and pit lane will be ONE-WAY, in one direction. Riders must not travel backwards on the race track unless instructed to do so by race officials. Violators will be fined, and/or penalized.
13. Any rider who runs off the track must reenter the course safely and without attempting to cut the course unless instructed to do so by an official or corner worker. If an advantage is gained, a rider will be subject to a +5 second penalty and/or disqualification. If a rider cuts a chicane, they are subject to a +5 second penalty and/or disqualification. Officials may use video to verify cutting of the course among other methods.
14. In a race crash, the rider and machine MUST be examined by a corner worker if possible. Then the rider and machine must proceed directly to pit lane for a technical inspection by a Race Official prior to being scored for any additional laps or completing the race. Only after these inspections have been accomplished, may the rider re-enter the race if the checkered flag is not displayed. If a corner worker is not at the exact crash site, the rider and machine must proceed OFF TRACK to the nearest corner station for his and his machine's examination. The machine in question must be re-teched in its entirety by a TMC Technical Inspector prior to the racer's next race.
15. Weaving at any time to break the draft, prevent a pass, or reckless weaving for any purpose, will be penalized by a fine and/or disqualification. Multi-time offenders may be subject to suspension.
16. Tear-offs are allowed and must only be removed on straightaways.
17. Riders must enter the track at the pit exit/pit out. Riders must not use the pit in/pit entrance road to enter the track unless directed by officials.

18. Any competitor intending to pull off the track must signal their intentions and must never cut across the track in front of other riders.
19. Competitors having a lap time of 1.2x or greater than a competitive lap time for their motorcycle or class (i.e. getting lapped in four or less laps), may, at the discretion of the officials, be removed from the track. Rider will be shown a black flag at start /finish and must put in on that lap.
20. Burnouts, "lighting up" or spinning the rear tire in the pit, on pit lane or on the grid are not allowed. Offending riders may be penalized.
21. Wheelies in the pit or paddock area are not allowed. Offending riders will be penalized and or fined. Wheelies done on track may cause the offending rider to be penalized.
22. It is the responsibility of each competitor to be aware of all information covered by the Rulebook, as well as information covered at any Rider's Meeting.
23. Riders may not protest other riders for infractions listed in Part 3, which are enforceable only at the observation and discretion of Race Officials.
24. TMC reserves the right to reinspect any machine to check for class compliance. If a machine is found to be not legal for class, the machine will be disqualified. See Part 5.
25. TMC reserves the right to refuse participation in an event, or the issuing of a Competition License to any person for whatever reason it deems appropriate.
26. Protests regarding machine legality, grid position, scoring discrepancies must be filed within 30 minutes of the posted grid or results for the protest to be accepted.
27. In consideration of being allowed to enter and by being issued credentials to a TMC event, the team owner, the rider, crewmembers, and other holders of event credentials (the "participant") agrees as follows:
 - a) All rights to advertising, promotion, filming, recording, exhibition, and other exploitation of the event, the participants and machines entered in the event, and their activities at the site of the event before, during, and after the event and reasonably related to the event, reserved to TMC and its assigns.
 - b) Participants hereby grant TMC and its assigns (1) full and unconditional permission to make still or motion pictures and any other type(s) of audio or visual recordings of their and their machine's participation in the event and their activities at the site of the event before, during, and after the event and reasonably related to the event; and (2) the exclusive, worldwide and perpetual rights to use the same, together with their names, likeness, and date of, or relating to, their entered machine(s) for publicity, advertising, exhibition or exploitation, whether or not for profit, in print, audio, video, or other distribution by any and all means now known or hereafter developed.
 - c) Participants agree: (1) that, without the prior written consent of TMC, they shall not take any still or motion pictures or make any audio or visual recording of the event, participants therein, or activities at the site of the event for the use other than personal, in-home use of the participant, or cause or permit others to do so or to use the same; (2) that TMC shall have exclusive, worldwide, perpetual, and

universal use of any pictures or recordings made or used in violation of this paragraph; and (3) that TMC shall be irreparably harmed by the making or use of such pictures or recordings in such fashion without such permission.

d) Participants agree that, without the prior written consent of TMC, they shall not offer for sale, sell, give away, or otherwise distribute, at the site of the event, any tokens, any souvenir, and product, or thing of value, or permit others to do so, and that TMC shall be irreparably harmed by a violation of this paragraph.

28. Riders taking overt action to impede, harass or distract other riders on the track may, along with their Team, be disqualified, fined or suspended for up to two (2) years. If a rider's actions as outlined above result in the injury of another rider or riders, the guilty rider may be suspended for any time period up to and including for all time, at the discretion of TMC.
29. All riders must go through technical inspection and receive a tech sticker to compete. This is mandatory even if you are not competing for any contingency monies/certificates.
30. The speed limit off of the racing surface at all facilities (unless posted lower by the track) is **10 Miles Per Hour**. This pertains to all vehicles! This covers the entire Pit, Paddock and access roads etc.

CONTINGENCIES

All TMC-licensed racers have the opportunity to participate in Texas Mini Cup contingency programs. Any posted contingencies will be noted on race day schedules. To be eligible riders must do the following:

1. Meet all of the sponsor requirements (i.e.: product usage, placement of required decals/patches etc...). All available info and decals/patches will be available in registration or technical inspection.
2. Submit all required claim forms to registration or tech as often as noted on form. These forms must be filled out completely to receive awards. All forms must be turned in before the race.
3. Any issues with contingencies must be brought to the attention of the Texas Mini Cup office within 3 weeks following the event (or earlier if required by the contingency sponsor). Any issues after that cannot be resolved and the contingency monies will be forfeit.

Incomplete or incorrect information will result in the contingency not being processed and cannot be corrected after the event. Contingency forms submitted to Texas Mini Cup after the event will not be processed.

PART 4 - START PROCEDURE & FLAGS

RACE START PROCEDURE

At the third and final call for the race, go to the cold pit for grid marshal check in. Grid marshal will allow riders onto track when the previous race has safely cleared. Grid marshal will close track entry

approximately 30 seconds after motorcycles enter the track.

The starter will display a 2 board while the riders take a warm up lap and go to their assigned grid positions. When the 2 Board is displayed racers not already taking a warm-up lap must stay on pit road until after the race has started and after the starting field has passed the pit exit

Any motorcycle that stalls on the starting grid while the 2 Board is displayed may be restarted and returned to the assigned grid position.

The 1 Board will be displayed in the VERTICAL position. When the 1 Board is displayed any racers not in their assigned grid position may be penalized for a grid infraction. While the 1 Board is displayed all motorcycles must be held at a dead stop in their assigned grid position with no wheels rolling.

The 1 Board will be turned sideways and the starter may throw the green flag at any time.

If a rider has a mechanical problem they must raise their hand and wave it vigorously.

The Starter may (taking into consideration the size of the field, the weather, and other factors) shorten the Start Procedure.

PENALTIES for jumping the start and grid infractions are described in Part 5.

FLAGS

It is the riders responsibility to know all flagging positions and suggest any changes in position. Suggestions need to be made before racing begins to be considered for that day.

GREEN FLAG: starts the race.

RED FLAG: STOPS the race immediately. When riders see a red flag they must signal to riders behind them, slow their machine to a safe and controlled speed and proceed slowly to the pit area. Do not stop on the course unless it is impassable or obviously signaled to do so by course workers. The starter and all corner stations will display a red flag. This flag indicates racing has stopped and racers should proceed cautiously to pit road. Race Control shall call for a red flag when necessary. Riders not proceeding cautiously will be penalized. See Part 5 under PENALTIES.

BLACK FLAG: The rider must complete the current lap and report immediately to the officials on pit lane. This flag may be used to indicate a jump start or other grid infraction as well as any other situation where the officials deem it necessary to have a rider brought in to inspect the riders machine or have a talk with the rider.

BLACK FLAG with an ORANGE DOT (Meatball Flag): Indicates a safety violation. The rider in question should as quickly and safely as possible, pull off of the racing surface and inspect his/her machine or report to the nearest corner station. Failure to respond may result in disqualification. In most cases, the offending rider's number will be displayed on a board at start/finish.

YELLOW FLAG: A) When held stationary-indicates a potentially dangerous situation near the track or a slower moving motorcycle. B) When waved vigorously-indicates a hazard or obstacle on the track, avoidance maneuvers may be necessary. Exercise extreme caution, slow your speed until past the situation. Passing for position under ANY yellow flag (standing or waving) is NOT allowed and the offending rider will be assessed a penalty. See Part 5 under PENALTIES.

WHITE & GREEN CROSSED FLAGS: Displayed at start/finish, indicates the halfway point of the race.

WHITE FLAG: Displayed at start/finish, indicates one lap remaining in the race.

CHECKERED FLAG: Displayed at start/finish, indicates the end of the race or practice and riders should report back to the paddock after the cool-off lap.

PART 5 - PROTEST & APPEAL PROCEDURES and PENALTIES

1. Any rider who feels that an illegal machine has been entered in their class and wishes to protest, must submit a written statement to that effect to the Technical Inspector within thirty (30) minutes after the results for their class have been posted. The posting time of each event will be listed on the Final Results for that race. The protest must specify the machine protested and the specific area of protest and must be signed and accompanied by the proper protest fee (in cash). The protest fees are as follows:

Visual protest requiring no disassembly - \$50

Some disassembly (seat, bodywork and gas tank removal) - \$100

Removal of Valve Cover - \$200

Removal of Cylinder Head - \$400

Disassembly of the Bottom End - \$750

Should the protested machine prove to be illegal for the class in which it is being protested, or if the rider refuses teardown, the protest fee will be reimbursed to the rider making the protest and the rider found illegal will be subject to disciplinary action as outlined. Any other performance or class related illegality discovered in the process of inspection will uphold the original protest. If the protest is denied, the protest fee shall become the property of the rider protested and found legal. The protested rider has the option of withdrawal from the protested race in lieu of a fine, with no points, prizes or entry refund. The rider may not enter the same class on that machine until legality has been proven to the satisfaction of TMC.

2. Protests shall be determined at the event at which they occur and the decision shall be at the discretion of the Tech Inspector and Race Director.

3. When a protest is made, the burden of proof is with the protested rider and/or team. Failure to furnish the Technical Inspector with proof of convincing evidence/witnesses as to the legality of the machine will result in the automatic upholding of the protest.

4. If a protest cannot be decided at the time of the event, the awards, points and prizes for that class may be held pursuant to the decision of TMC.

5. Protests can only be made by a rider in the same class, same status, as the protested rider. Participants in the protest are limited to: 1) designated representative of the protesting rider/team, no more than 2 representatives of the protested rider/team (i.e. the rider and a mechanic) and TMC Officials. No other rider/team, mechanic, spectator, etc. will be allowed input into or viewing of a teardown unless approved by TMC. When a machine protest is upheld, the protesting rider may not lodge a counter-protest, or other protest

against any other area or person in his class at that event.

6. Unsafe and unsportsmanlike riding techniques should be reported to a TMC Official. At the discretion of the Race Director, a rider found guilty of unsafe or unsportsmanlike riding techniques will be subject to a +5 second time penalty, and/or fined, and/or disqualified from the race.

7. The purpose of the rules is to run an orderly, competitive and fair race, emphasizing safety of all involved. The rules are not intended to allow a racer to defeat another with the rulebook, rather than on the track. The rules are not intended to allow one racer to harass another. All protests must be made in writing and the person filing the protest must be prepared to identify themselves to the rider protested. Protests deemed irrational may be denied. In the event this rule, which states the overall purpose and principles of the TMC Rulebook, is somehow interpreted to conflict with another rule or statement, this rule shall prevail in its literal sense.

8. Part 3 rules regarding Race Procedures (and certain other rules as noted in the rule itself as stated in this rulebook) are enforceable by race Officials only, must be observed by Officials, and cannot be protested by other riders.

9. If a rider wishes to appeal any decision made by a Race Official, a written appeal must be sent to the TMC Office within five (5) days after the rider is notified of the decision. The appeal will be reviewed by TMC for a ruling based on all information available to TMC. Failure to submit an appeal in writing within five (5) days after notification will result in the decision being upheld. Protest decisions are final and not subject to appeal.

PENALTIES

Penalties are assessed by TMC Officials for any Rulebook or procedural infractions including but not limited to any of the following: behavior of the rider or his crew, passing under a yellow flag, paddock infractions, alcohol or controlled substances, etc. Penalties may range as follows:

a) Loss of event points, purse and available contingencies at the event.

b) Loss of points for the season up to the time of infraction.

c) Suspension of TMC Competition License.

d) Permanent loss of TMC Competition License.

e) Monetary fines. Contingency forms will not be processed until any and all fines are paid. Any points earned during the event in which the infraction occurs will be withheld until all fines are paid. Fines not paid at the event must be paid by cashier's check or money order to TMC and must be received within **5** business days of the event. **IF THE FINE IS NOT PAID WITHIN THE 5 DAY PERIOD THE RIDER WILL BE DISQUALIFIED FROM THE RACE/EVENT WHERE THE FINE WAS LEVIED.** A Rider will not be allowed to compete in any subsequent TMC events until the fine has been paid. If a fine and suspension are both levied, the suspension will begin on the date the fine is received by TMC..

f) Jumping the start: A minimum of two TMC Officials must call a jump start. In a heat or final race a +5 second penalty will be assessed.

- g) Passing under a standing/waving yellow: A TMC Official or corner worker must report a pass for position under any yellow flag. In any race, a +5 second penalty will be assessed for each occurrence. The no passing for position zone is defined as: from the location of the first yellow flag until past the incident.
 - h) Grid Infractions: (including but not limited to: assuming the wrong grid position, tire burnouts, etc.) At the discretion of the TMC Officials the offending rider may be assessed a +5 second penalty and/or fine.
 - i) Unsafe riding under red flag conditions will be assessed a \$100 fine, and/or disqualified. Unsafe riding may include but is not limited to wheelies, riding too fast, passing other riders, and weaving.
 - j) Any rider causing a red flag due to not having either the oil drain or oil filter safety wired will be fined no less than \$100 at the discretion of the Race Director and Technical Inspector. A second offense will result in suspension of the riders' license.
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PART 6 - NUMBER REQUIREMENTS

1. All machines must carry race numbers. For race bikes with front back number plates, one set on the front and one on the back. For race bikes with side number plates, they must be behind the rider on the machine's tail section or on the lowers on the side of the machine and be visible when the rider is in position on the machine. These bikes may have three sets of numbers.
2. Numbers must be a minimum of 5" high, be spaced 1/2" apart on a solid background. On all number plates the number "1" must be a straight line. Numbers must be solid, not outlines and must be legible. Front numbers may be off center so long as they are still clearly readable by the corner workers and officials. Machines not meeting number plate requirements may not pass technical inspection and/or may not be scored when racing.
3. Numbers must be the rider's correct TMC competition number and the only time a rider may change his competition number is when he/she is renewing his/her Competition License or they have permission from Registrar/Race Director to do so.
4. Numbers will be assigned from 2 to 999 if the rider doesn't currently have a race number from another club. If two riders with the same number from different organizations enter the same race, the rider that registers second will be instructed by a Registration official to alter his number for that race - putting an "X" after it. Once a TMC number is assigned, that number will remain assigned to the rider until the expiration date printed on his Competition License. A rider has 30 days after the expiration date to renew his license and maintain his same competition number.
5. Background plate color is not specified **except for MotoAmerica eligible classes**. The background color must be a color that contrasts with the numbers, so the race bike number is legible. MotoAmerica background plate/number color requirements are as follows:

Stock 50 - background plate color unspecified

Stock 110 - background plate color unspecified

GP110 – Yellow background plate, black numbers

GP160 – Yellow background plate, black numbers

GP190 – White background plate, black numbers

Street GP – Yellow background plate, black numbers

PART 7 - RIDER and CREW REQUIREMENTS

All competing riders must meet the following requirements:

1. All participants and spectators acknowledge that racing is dangerous and accept the inherent risks, including serious injury or death.
2. Have a current, valid TMC Competition License or other racing license designated as valid to race. Points are only awarded to racers with a current TMC License. Contingency awards are only available to racers with a current TMC license. Riders may participate for one weekend on reciprocity with a valid license from another racing organization, but must get a TMC license to be eligible for class points and contingency.
3. **All riders must have a current AMA membership.** AMA Membership must be done ahead of time at www.americanmotorcyclist.com using the code **TXMCUP**. Or, click this link [AMA TXMCUP](#).
4. All riders must evaluate each facility for conditions and other matters related to their individual safety. All entrants and other race personnel must rely on their own judgment and assume all risks of participation in competition or working in competition in any manner. All riders and other participants are strongly urged to carry comprehensive medical insurance to supplement event coverage.

Attendance at the Riders' Meeting is MANDATORY!

5. Any competitor annoying or harassing an Official, infringing on the rights of other competitors or conducting themselves in any sort of unbecoming manner as determined by TMC officials may be disqualified, suspended, fined or all three.
6. Any rider under the age of 18 may not compete without the duly notarized consent of parents or legal guardian. The notarized consent will be retained by TMC. In addition, each rider under the age of 18 must have on file with TMC a minor release form which can be obtained from TMC. Some facilities may require this form every weekend, the forms will be available at registration. Riders must meet the age requirements listed in the class registration descriptions. These limits may be changed at TMC's discretion on a case by case basis.
7. Any person within the confines of the race track whether in the spectator, pit or paddock areas must possess a valid event wristband at all times. Those found without a valid pass may be removed from the property. These passes are to be obtained from the approved gate person/registration and any fraudulent use of a pass by any person will result in penalties being levied against them and/or the rider they are with. Persons with fraudulent passes may also be prosecuted to the fullest extent of the law.

8. Any person found consuming or under the influence of a substance that could create an abnormal state of mind shall be removed from and refused admittance to all restricted areas of the event premises at the discretion of the Officials. Any rider under these conditions will be immediately disqualified from the event in progress and is subject to suspension, fines and criminal prosecution. The Rider is responsible for their crew's actions and may be penalized for their behavior.

9. All Race Personnel, Officials, Riders, Mechanics and Photographers are required to display the proper credentials and passes.

10. Riders clothing and protective requirements:

a) All TMC competitors must wear helmets which have a Snell '05 thru '20 approval sticker, or must be BSI or ECE approved and must be in good condition (as determined by Tech) and not manufactured more than 5 years prior to the date of the event. Helmets must be taken to Technical Inspection and must display a TMC Helmet Tech decal prior to being allowed on the track. Open-faced or modular helmets are not allowed. Dirt bike helmets are only allowed for motard and supermoto machines..

b) Footwear must be no less than 8 inches in height and must be leather. Gloves must be worn, and while leather is preferred, combinations of nylon and leather are acceptable, if leather protects the fingers and palms. Gloves and boots must be of a fit so there is no gap between them and the leathers.

c) Clothing must be leather, or a leather/cordura/kevlar stretch panel (in arms/legs) combination. All suits must be a one-piece garment for racing. Separate jackets and trousers are acceptable only if they zip together around the entirety of the waist to make one piece of clothing, pending approval of the Technical Inspector.

d) It is required that riders wear back protectors under their leather racing gear unless their racing gear is equipped with a back protector. Chest protectors are suggested. In general, riders are encouraged to use all available protective material which does not restrict safe operation of their machine.

e) A rider must bring for Technical Inspection their machine and helmet at every event. Riders may also be required to bring leathers, boots and gloves as directed by tech. A Tech sticker must be displayed on the machine and rider's helmet.

11. It is the responsibility of the competitor to inform TMC of any medical condition which might be worsened by virtue of participation in a TMC event. Riders must also inform TMC of any medical condition which would affect the treatment of them by on site medical personnel (i.e. life threatening allergies etc.)

12. TMC licensing requirements:

a) Resume: A resume or display of another organization's current road racing competition license may be accepted as proof of ability, and the new licensee may participate in that weekend's events.

b) Successfully completing a TMC Rider's School. The length of time between taking the riders' school and racing must not exceed twelve (12) months. TMC rider's school is required if the rider has no previous track racing experience or if their racing experience is only on dirt.

c) Any former road racer, who has not been in active competition for a period of two years, will be required to take TMC Rider's School.

14. All Entries must be filled out and signed in the app online prior to Technical Inspection. Failure to comply may result in the rider being disqualified, suspended and/or fined.

15. Loan of a Competition License to another person will result in suspension from events and a fine of no less than \$500.00 to the License holder.

16. Children under the age of 10 must be attended to at all times by a responsible adult. Pets must be on a leash at all times. Children under 14, unless a licensed participant, and pets are prohibited from the hot-pit lane at all times. Track requirements may differ and will supersede this rule.

17. Consumption of alcohol and possession of open alcoholic containers by any person holding a rider or crew pass or anyone having any effect on a race bike is prohibited in the pit and paddock area during a race event, this means while any racing is going on even if you personally are done for the day. A rider is responsible for their crews' actions and will be penalized for their behavior.

18. No one may enter the track without proper credentials, registering, executing a Release and passing TMC Technical Inspection. Any TMC licensed rider who rides during any practice session without properly being registered, or rides in a class for which he/she is not registered, shall be subject to disqualification and/or a fine. Any non-licensed person who rides on the track will be ejected from the premises and denied future entry and TMC License privileges for a time period determined by the Race Director and may be subject to legal action. Any TMC Licensed rider who permits or allows any person to ride his/her machine in violation of this section shall be subject to disqualification from the event, loss of entry fees and any contingencies won during the event, and/or suspension and/or a fine of no less than \$500.

19. Pit bikes must be operated responsibly including but not limited to speed limits, wheelies, etc. Pit bikes that are not licensed for the street must not exceed 150cc in displacement. No one under the age of 16 may operate a motorized pit bike. Failure to follow these rules may result in impounding of the pit bike until the owner leaves the premises. **Strict pit speed limit of 10 MPH will be enforced!**

20. It is unlawful to physically abuse anyone at any TMC event. Guilty parties will be prosecuted to the fullest extent of the law. Guilty TMC License holders may additionally be fined at least \$500 and placed on probation for no less than one year. Non-licensed participants (crewmembers, scorers, guests etc.) are the responsibility of the TMC Licensee with whom they are associated and said Licensee may suffer punitive action taken by TMC officials.

21. Non-English speaking riders must provide an interpreter.

22. The V.I.N. of racing machines may be spot-checked during the season. Any rider participating on a stolen machine will be subject to full prosecution under law and may also suffer a permanent loss of his/her TMC License.

23. Some facilities have rules and regulations in addition to those listed above. In such cases, the track rules must be followed by all.

PART 8 - TECHNICAL INSPECTION & GENERAL MACHINE REQUIREMENTS

Every race bike must be ready to race when it is brought to technical inspection.
All machines participating in TMC events must prominently display the TMC tech sticker

1. By participating in the event, the rider implies complete willingness to conform to TMC rules. Passing Technical Inspection **does not** give a race bike immunity from protest; if the Technical Inspector does not notice an illegal modification or a failure to conform to TMC requirements, the rider is still responsible for the racebike meeting TMC requirements; be it their own or borrowed.
2. The Technical Inspector must inspect and pass every machine before it will be allowed on the track. The Technical Inspector will reject any race bike that does not meet TMC requirements. The Technical Inspector may, at any time, re-inspect any race bike and revoke approval if the machine no longer meets TMC requirements.

3. The Technical Inspector may at his discretion allow a “Temporary Fix” for a particular race weekend.

4. Any rider who takes his or her race bike on the racecourse when it does not meet TMC requirements will be assessed a penalty for each infraction. The rider or his crew are required to point out any problems or potential problems with their race bike.
5. A rider or his crew will be allowed to make a safety-related fix at an event in order to participate at that event, provided the fix is not an illegal performance modification (at the discretion of the Technical Inspector for that event). The rider must provide the damaged or broken part(s) along with a request to the TMC Technical Inspector of the meet and receive approval for said fix. This allowance will be limited to that event only and the correct part(s) must be installed prior to the next event.
6. All race bikes must meet TMC requirements. A race bike will not pass Technical Inspection and will not be marked with a Tech Sticker until it is in complete compliance and the rider has completed and submitted his Contingency /Tech Verification Form. If any of the items to be inspected are hidden from view by bodywork, those sections of bodywork must be removed prior to arrival at technical inspection. Oil retaining lowers must be removed prior to arrival at tech inspection.
7. The following item must be safety wired, or secured in a manner approved by Tech:
 - axles or axle nuts
 - oil filler caps
 - kickstarter retaining bolts
 - axle caps and/or pinch bolts
 - oil drain plug(s)
 - removable exhaust baffles
 - brake caliper bolts
 - *oil gallery plugs
 - radiator caps
 - brake torque arms
 - oil lines
 - coolant drains
 - spin on oil filters/filter bolts
 - any pressure fed lubricant line
 - *fork oil drain screws/bolts
 - rear exhaust mount(s) (all)

*brake pad retaining pins

*may be secured by silicone glue in lieu of wiring.

a1) Substantial gauge "R" type spring clips may be used in certain applications but must be wired to the machine. Tab washers designed to accept safety wire may be used. Safety pin style clips may be used on most items but NOT on oil drains or oil filters or any fluid lines/fluid holding bolts.

a2) A catch can be fitted where required or at the direction of a Technical Inspector.

a3) Kawasakis with a stock oil filter clamp must use an additional hose clamp.

b) Fuel lines and any other fluid carrying lines must be clamped (using hose clamps) or secured by some other appropriate means.

c) Water cooled engines may use plain water, or water with Redline (or similar product, call WERA for verification) cooling system rust and corrosion inhibitor at 0.5 ounces per quart of plain water concentration, Silkolene Pro CCA (Corrosion Control Additive) and Royal Purple Purple Ice are also allowed. **ALL glycol based antifreezes are prohibited.**

e) Only one engine at a time may be used.

f) Only gasoline may be used as a race bike fuel. Nothing may be added to the gasoline except commercially available, approved octane boosters and lubricating oils. No oxygen or nitrogen bearing additives (i.e.: NOS) in any class.

g) All race bikes must have an operating and marked engine kill switch on the handlebars. Dead man tethers are allowed.

h) All race bikes must have a self-closing throttle and operating front and rear brakes.

i) Kick-start levers are allowed to remain on the machine however they must be secured to keep them from swinging out and the retaining bolt must be wired.

j) Glass and plastic lenses must be taped. Clear tape may not be used.

k) Center stands must be removed.

l) A steering damper is MANDATORY on 300/400 cc machines and must be mounted in a safe and workmanlike manner. The damper must not overly limit the amount of stock lock-to-lock handlebar travel.

m) The license plate and bracket(s) must be removed.

n) Items are deemed safe only if secured in a visible, approved manner. Aircraft nuts, locknuts, Locktite or similar compounds by itself is not acceptable.

o) The seat or fender must extend toward the rear, past a line drawn vertically through the rear axle.

p) No streamlining may be attached to the rider or helmet.

q) The machine must be clean.

r) Tires must be in good condition as determined by the technical Inspector. No off road knobby tires may be used in any class. No recapped or retreaded tires may be used.

s) Tire valve caps must be used and should be metal or hard plastic.

x) Clutch and Brake levers must have at least a 1/2" ball on the end.

y) Handlebar ends must have either: (1) end-plugs; (2) be solid; or (3) stock bar-ends must be retained. Handlebar ends may not be hollow or ground to a sharp edge.

z) Brake pad retaining pins must be secured in a visible manner such as an R Clip or safety wire, silicone is acceptable but not preferred.

3. All riders/teams must use an AMB Tran-X 260/MyLaps Bike, X2, or TR2 Bike transponder for scoring purposes in all series. The transponder must be mounted vertically on the left front fork leg in a manner so that the numbers are readable. Do not mount the transponder horizontally in the front fairing - the signal strength drops to an unacceptable level and you may not be scored every lap. Any laps missed due to an improperly mounted transponder will NOT be reinstated. (There is no manual scoring at TMC events).

It is the rider's responsibility to make sure their transponder is on the bike and functioning properly during qualifying and racing. If a transponder is verified to be mounted and is not functioning during a race the rider will be allowed to choose between a disqualification or a \$50 fine. If the transponder is not on the machine or the rider cannot prove a verified working transponder was on the machine the choice is a \$100 fine or disqualification.

TMC will have the scoring system running during practice and will show lap times in the Alpha Race Hub app to allow riders to verify their transponder is working. TMC will have transponders for rent. Rental fees will be \$40 for the event, any transponder not returned to TMC at the event will result in a \$100 fine. Any transponder not returned to the TMC office within one week after the event and lost transponders will result in the rider/team being charged the going rate for a new transponder. This charge will not be refunded. Transponders cannot be used by more than one rider per any given weekend.