



SUPERMOTO REGULATIONS

Effective June 1, 2007

Racing on a paved surface and generally including an off-road section

SM-01 (a) Classes

Novice  
Intermediate 450  
Intermediate Unlimited  
Expert 450  
Expert Unlimited  
GP Unlimited  
Veteran Plus 35  
Youth Mini Motard  
Mini Motard  
Sportsman (stock Moto Rims)  
DRZ 400

SM-01 (b) Lower Limits

Intermediate and Expert Unlimited  
500 cc 4 Stroke / 400 cc 2 Stroke  
450 Classes  
300 cc 4 Stroke (Single or Twin) / 200 cc 2 Stroke

SM-02 Licensing

Restrictions: Minimum is the birthday of the rider  
Maximum is the end of the year in which the rider reaches that age.  
Youth Minimum 12 / Maximum 15  
Novice Minimum 14  
Intermediate Minimum 14  
Expert Minimum 16  
Veteran Minimum 35

SM-03 Number Plates

Expert black numbers on white plate  
Intermediate black numbers on yellow plate  
Novice red numbers of white plates

SM-04 Equipment

(a) Competitors must wear CMA approved riding gear, in good condition consisting of:  
(i) One piece, or two piece (that securely zips together) leather or Kevlar suits  
or  
Commercially manufactured motocross jerseys and pants provided they are constructed with, or used in conjunction with elbow pads, knee cups and hip pads. A commercially manufactured chest/back protector must be worn with motocross apparel.

**Bureau  
National Office**

Box 448  
Hamilton, Ontario  
L8L 8C4

605 James St. N.  
4<sup>th</sup> Floor  
Hamilton, Ontario  
L8L 1J9

Telephone  
(905) 522-5705

Fax  
(905) 522-5716

Web  
[www.canmocycle.ca](http://www.canmocycle.ca)

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Fédération  
Internationale  
De Motocyclisme  
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SM-04 Continued...

- (ii) Leather boots a minimum height of 8" from the top of the sole and overlapping the pants  
or  
Hard plastic boots manufactured for motorcycle competition
- (iii) Approved face shield or goggles with soft or padded rims.
- (iv) Helmets must be certified by the manufacturer as meeting at least one of the following standards, and must have the original certification label(s) affixed (clearly visible / not painted over).  
Accepted standards are:
  - Europe ECE 22-04 and ECE 22-05 (P or J)
  - Great Britain BS 6658 Grade A or B (Grade A recommended)
  - Japan JIS T 8133 : 2003
  - North America Snell M2000 (*effective January 1, 2008 – Snell M2005*)

Referee is the final judge of what is legal

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SM-05 Knobby tires are not permitted

SM-06 Race Format  
- Heat Races and a Final will be run for each class.  
- Prizes and points will be awarded to the Finals only.

SM-07 Track Standards

The materials used for the off road section must be natural and consistent.

The off road section must be free of stones. It must not cross standing water or be divided by any obstacle. Adequate circuit drainage must be installed to allow racing under all weather conditions.

When necessary, the off road section must be properly watered in ample time before and between the races to ensure proper racing conditions, safety, and to protect the public and riders from dust.

The layout of the course must be designed with the riders' safety in mind.

The right and left edge of the actual riding width of the track must be clearly marked.



SM-07 Continued...

### Length

The course shall not be less than 800 m long (except when changes are necessary for safety reasons or force majeure) nor greater than 1,750 m unless with prior agreement from the CMA.

The length of the course shall be measured along the centre line.

### Width

The width of the usable course should not be less than 6 m (actual riding width) at the narrowest point, except for the starting straight and the first turn which should have an actual riding width of 10 m.

The course must not have any sudden narrowing.

### Vertical Space

The minimum free vertical space between the course and any obstacle above the ground must be approximately 3 m.

### Obstacles

The safety of the riders, spectators and officials must be given utmost priority when constructing the obstacles.

### Spectators' Safety

The public must be protected within the vicinity of the course. A neutral zone between the spectator fence and the edge of the circuit must be maintained and must not, under any condition, be less than 1 m.

This zone must be defined on the public side by a sufficiently solid and high fence to control and protect the public.

### Riders' Safety

The most important factor in course layout is rider safety.

Particular attention must be given to the installation of the jumps and the jump faces. "Finishing touches" to the jumps may be made with the help of a qualified rider.

Straw bales, in a plastic wrapping, or other shock absorbent materials must be installed in areas needing protection.

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### Flag Marshall Posts

There must a sufficient number of flag marshall posts around the course to provide adequate flag signals during a race. They must be distinctly indicated and clearly visible to the competitors. The post number must be indicated at each location.

Special care must be taken to position the post in an area which provides the utmost safety to the the marshall and provides an overall view of the track.

### Starting Area

A Waiting Area giving access to the starting grid is recommended. Standards are available from the CMA.

### Starting Grid

The minimum width (actual riding width) of the starting grid is 10 m at the narrowest point.

It will provide for 4 riders per row with a minimum of 1 m between each position, to a maximum of 8 rows.

The must be a 4 m distance between rows and the positions must be staggered (eg rows 1, 3, 5 aligned; rows 2, 4, 6 aligned).

Each starting position must be indicated by a white line (80 cm x 8 cm). The motorcycle must be placed with the front wheel behind this line in a central position.

The pole position will be determined by the Referee during the inspection of the circuit.

### Starting Straight

The surface of the starting straight and the first turn must be paved.

The minimum actual riding width of the starting straight and the first turn is 10 m.

The minimum length of the starting straight is 60 m.

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SM-07 Continued...

### Pit Lane

Adjacent to the starting grid a pit lane must be reserved for repairs and signalling during practices and races.

It must be a paved area (dimensions approximately 60 m x 10 m) with direct access to the paddock through one entrance only.

The pit lane must be fenced to a high standard with a manned security gate to the paddock.

It must have one entrance and one exit to the course which must be kept clear at all times and controlled by a flag marshal.

Smoking is prohibited in the pit lane.

### Finish Area

#### Finish Line

Access to the finish line must be strictly controlled during and at the end of a race.

#### Timekeeping and lap scoring

Timekeeping and lap scoring services must be situated with a full view of the finish line and provide shelter from inclement weather.

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