



2014

RACING RULEBOOK

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New or changed rule (bold)

WARNING: Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use motor vehicles.

2014 AMA Racing Rules
Governing Pro/Am, Standard, ATV and Youth Competition
An exclusive service to members of the
American Motorcyclist Association

The American Motorcyclist Association takes pride in its long record of achievement as the world's largest sanctioning body for the sport of motorcycle competition. Since 1924 the objectives of the Association have been the same: to foster strong and fair competition, to provide reasonable guidelines for the various types of competition, and to provide an impartial competition program.

The rules of competition are intended only as a guide for the conduct of the sport pursuant to uniform rules. Rules related to safety are made to make everyone concerned with safety. However, the AMA neither warrants safety if the rules are followed nor compliance with the rules. Moreover, each participant in competition has the responsibility to assess the safety aspects of facilities and conditions, and must assume the risk of competition.

Recognized and non-recognized districts, and organizations within a district, must submit any temporary or locally appropriate supplemental regulations for prior approval by the AMA Racing Department. Supplemental regulations may not be in conflict with national rules. In the event of a protest or appeal, the judgment will be based on information contained in the AMA national rules. Contact the AMA at (800) 262-5646 for the address of your district office.

The American Motorcyclist Association/All-Terrain Vehicle Association (AMA/ATVA) prohibits discrimination in all of its programs and activities (including all AMA/ATVA-sanctioned events) on the basis of race, color, national origin, creed, religion, sex, age, disability, veteran status, marital status, familial status, parental status, sexual orientation, or any other category protected by applicable state or federal law.

HOW TO USE THESE RULES

These rules are to be used for all types of AMA-sanctioned Amateur and Youth competition. These rules should be used in the following manner:

1. Become familiar with the definitions found in the glossary.
2. Know who may ride and how to determine their proper classification, which is found in each discipline chapter.
3. Equipment standards are listed in each discipline chapter and only apply to that chapter.
4. Chapter 1 begins with the rules that apply to Motocross followed by chapters for Off-road, Track Racing and ATV. Special rules that pertain to each specific type of competition are listed in the appropriate chapter. A special rule takes precedence over the general rule when they differ. Example: The special rules for Observed Trials found in Section 2.3 of Chapter 2 are to be used with, and in addition to, the general rules at the beginning of the same chapter.
5. The youth rules are specific to each chapter and can be found in the proper sections of each chapter.
6. Chapter 4 pertains to ATVs and is to be used in addition to specific discipline rules where applicable.
7. Protest or appeal procedures are in Chapter 5.
8. Chapter 6 contains the appendices.
9. Any reference to a "motorcycle" also includes a supermini and minicycle unless noted otherwise.
10. **The 2014 rules are in effect as of Jan. 1, 2014.**

General questions regarding the rule book should be directed to racing@ama-cycle.org.

Chapter 1

MOTOCROSS

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Questions regarding the Motocross section of the rule book should be directed to mxracing@ama-cycle.org.

SECTION 1.1

MOTOCROSS RIDERS AND ELIGIBILITY

Special Note: Participants are solely responsible for their safety. AMA Competition and ATVA Memberships are interchangeable.

A. General

1. All riders in AMA/ATVA-sanctioned competition are required to be AMA or ATVA members **or have an AMA issued one event pass**. AMA associate members can't participate in AMA-sanctioned competition.
2. **Recognized district organizations and competition partners may require an additional membership in AMA/ATVA sanctioned meets they manage.**
3. **The AMA does not require that a recognized district partner recognize the memberships offered from other recognized districts or competition partners. Any such arrangements shall be by mutual agreement between affected organizations.**
4. Entry fees can be altered at the organizer's discretion for riders without specific series or event memberships.
5. AMA-chartered clubs or organizers may collect a contestant's AMA membership card when they sign in and return the card at the end of the meet.
6. The minimum age for amateur riders is 12. In all off-road events, a rider must be 14 or older to ride motorcycles above 250cc. The age of the rider is determined as of the date of the event, except in youth competition.
7. Standard meets are open to all qualified AMA members without regard to the gender of the entrant.
8. Recognized, non-recognized districts, **competition partners, organizers or series that require supplementary regulations** must submit any supplementary regulations to the AMA for approval prior to the first event of the year. Failure to do so may result in permanent loss of sanction. Supplemental rules must include any class structure not included in the AMA rulebook and won't include district or series information and district policies. Supplemental regulations must be submitted for approval for any deviation from the AMA regulations.
9. No rider under the legal age of majority in the state in which the meet takes place may compete without the written consent (signature on liability releases and entry forms) of his/her parents or legal guardians present at the meet. An authorized adult acting on behalf of the parents or legal guardians must provide a notarized statement indicating they have been given the authority by the parent or legal guardian to be responsible for the minor during the meet. All releases and notarized statements must be forwarded to the AMA with the referee report and/or injury report. The parents, legal guardians or authorized adult

must remain present while the AMA member who he/she is responsible for is at the meet.

10. No race personnel, officials, riders, mechanics, photographers and anyone associated with riders may consume, or be under the influence of, intoxicants or drugs that could affect their normal mental or physical ability. Failure to comply with this requirement may result in disqualification of the rider and/or a fine. Besides affecting the safety of the meet, any such use is inconsistent with the concept of good sportsmanship and is harmful to the sport of motorcycling.
11. Riders and/or family and pit crew who direct foul and abusive language to an official of the sponsoring club, organizer, AMA official, or district official are subject to disqualification for the entire meet.
12. Each rider is responsible for the actions of their family and pit crew, and any detrimental action caused by these individuals puts that rider at risk of disqualification.
13. All riders and other race personnel must assess for themselves the track, facilities, existing conditions and other matters relating to safety. The AMA can't and doesn't supervise any competition. All riders and race personnel must rely on their own judgment and assume all risks of participating in competition in any manner.
14. Any member subject to disciplinary action by AMA Pro Racing, including a permanent revocation and loss of licensure to engage in professional competition, shall be ineligible to participate in any AMA-sanctioned amateur competition.
15. All riders and motorcycles participating in any AMA Amateur-sanctioned meet must comply with the Amateur rule book.
16. The rider must be able to control his/her motorcycle at all times, and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting, and putting one or both feet on the ground. The referee has the authority to disqualify a rider who can't safely control his/her motorcycle.

B. Riders and Classifications

1. Classifications

Classification	Description
A	The highest classification
B	The classification preceding A
C	The classification preceding B
Additional entry-level classifications based on the amount of rider participation at the district level in any particular district at any meet may establish classifications based on circumstances.	

- a. Riders advance from one rider classification to the next higher classification based on their Rider Performance Value (RPV).

- b. A rider may not return to a lower classification without AMA approval.
- c. The AMA National Advancement System must be used for rider classification advancement.
- d. Riders are responsible to enter only classes in which they are eligible. See Chapter 5, section B, paragraph 5b for the penalty.
- e. The AMA, on the basis of participation and achievement in district-level competition, shall classify riders unless otherwise provided by AMA rules. A rider who hasn't been previously classified by the AMA will have his or her rider classification determined by the district, or by the meet referee in unrecognized districts.
- f. ATV & Motorcycle rider's classification are not considered the same. Riders must achieve classification on each separately.
- g. Women racers may drop down one Classification when racing outside a designated Women's class. (i.e. Women's A riders can race in the 250B class).

2. Self-Advancement

- a. A rider may choose at any time to advance to a higher rider classification.
- b. Participation in, or advancement to, a higher class in any AMA or non-AMA activity by any rider will result in permanent advancement to that higher class (in like activity) in all AMA-sanctioned competition. (Like activity = MX to MX or Enduro to Enduro, etc.)
- c. Riders who race in MX, Enduro, Hare Scrambles and Hare & Hound and have different classifications in those types of racing, may not vary more than one level.
- d. Riders who participate in a higher-level classification at any AMA or non-AMA track will be considered as advanced to that classification.

3. Classification

- a. At any meet, only A class riders (the highest rider classification) may compete for cash prizes. Any rider receiving a cash prize will be considered an A rider. Contingency isn't considered a cash prize.
- b. Professional Motocross or Supercross riders, or any riders holding a professional racing license from another country are eligible to compete in amateur competition and are eligible for the cash awards (purse) from the event, but not eligible for district points. Pro riders are not eligible for any factory contingency awards for the event unless otherwise stated in the contingency program guidelines or rules. AMA Pro Racing licensed Motocross riders or AMA Racing Supercross licensed riders or any riders

holding a professional racing license from another country must adhere to the following criteria to be eligible for Amateur National competition.

- 1.) The following professional licensed riders are eligible to compete in the Open Pro Sport class only:
 - i. Riders earning 1-25 Pro Motocross points (250 or 450 class), or Supercross (Lites or SX class) in either the current or previous year;
 - ii. Riders qualifying for the final 40 in either Pro Motocross (250 or 450 class) or Supercross (Lites or SX class) in the current or previous year;
 - iii. Riders qualifying for the final 40 in an FIM MX1, MX2, MX3 Grand Prix event in the previous year.
- 2.) The following riders are not eligible to participate in the National program:
 - i. Riders earning more than 25 AMA Pro Racing motocross points in either the current or previous year.
 - ii. Riders qualifying for an AMA Supercross main event in either the Supercross Lites or Supercross class in the current or previous year.
 - iii. Riders qualifying for an FIM MX1, MX2, MX3 Grand Prix event in the current year. AMA appeal process available.

C. National Advancement System

1. General

- a. Riders will receive advancement points for participation in all AMA-sanctioned motocross, Arenacross, stadium motocross (or any similar activity) meets. AMA riders advance from one classification to the next through their successful participation in AMA-sanctioned meets. Advancement criteria will be reviewed annually by the Motocross Committee of AMA Congress or as needed by the Executive Committee.
- b. Advancement points will be calculated from Nov. 1 to Oct. 31 each year. Riders will be advanced effective Jan. 1 of the following year. For advancement from B to A, a rider's age will be determined as of Oct. 31 of the current year.
- c. No rider, youth or amateur, can be forced to compete in the A class until Jan. 1 following their 16th birthday. A rider's age for advancement will be determined as of Oct. 31 of the current year. Riders under 16 may advance on their own ability/competence.

- d. Riders between the ages of 12 and 15 as of Oct. 31 of that year riding the B class shall not be forced into the A class regardless of how many B races or advancement points he/she has. Riders in this age group may advance based on their own ability/competence.
 - e. In series' that roll over into a new year, riders must begin the series in the class they will compete in during the new year. A rider can't continue racing their class from the previous year if they are no longer eligible as of Jan. 1.
 - f. Limited and modified classes will be combined within a displacement class.
 - g. Advancement classes 125, 250 and Open should be run using the displacement limitations as shown in the class chart.
 - h. Classes that have combined classifications, the riders will be separated by classification and points will be awarded according to the number of riders within their classification.
2. Rider Performance Value (RPV)
- a. To be considered for advancement a rider must have a minimum of six points-paying finishes in a class within the rider's classification. However, the RPV for each displacement class will be calculated separately.
 - b. Race results that have a DNF or a DNS overall finish aren't to be used for purposes of calculating a rider's advancement RPV.
 - c. **Race results that result in zero advancement points are not to be used for purposes of calculating a rider's advancement RPV.**

Riders earn performance points based on their finishes at each meet according to the following:

Rider Advancement Points

Finish Position	Points 5-14 Participants	Points 15-24 Participants	Points 25-34 Participants	Points 35 + Participants
1	18	25	30	35
2	16	20	25	30
3	12	18	21	25
4	9	16	18	22
5	6	14	16	21
6	5	12	15	20
7	4	11	14	19
8	3	10	13	18
9	2	9	12	17
10	1	8	11	16
11		7	10	15
12		6	9	14
13		5	8	13
14		4	7	12
15		3	6	11
16		2	5	10
17		1	4	9
18			3	8
19			2	7
20			1	6
21				5
22				4
23				3
24				2
25				1

*Example: A rider has 18 B class entries. He earns 256 points combined in 15 of those classes and no points in the other three. To calculate the RPV the total points earned (256) are divided by the total number of class entries in which points were earned (15). $256 \div 15 = \text{RPV of } 17.06$. The rider's RPV of 17.06 exceeds the 15 point cutoff and he/she is advanced to the A class.

3. "B" Classification Advancement

- All B riders carrying an RPV of 15 or higher at year-end will be advanced to the A class.
- Riders who placed in the top five overall in a "B" class at the previous AMA Amateur Motocross National and are 16 years or older as of Jan. 1 of the current year are no longer eligible to compete in a "B" division. (Note: Schoolboy class is a youth class, not a B class).

4. "C" Classification Advancement

- All C riders carrying an RPV of 15 or higher at year-end will be advanced to the B class.
- The following criteria are to be used when determining a rider's eligibility for the C class:
 - No rider is to be classified as a C rider if that rider had a RPV of 15 or higher the previous year in the C class or a 12-16 youth division.

- b. No rider is to be classified as a C rider if that rider has ever been classified as an A rider.
- c. No rider is to be classified as a C rider if that rider has participated in the AMA Amateur National Motocross Championship in any previous year in any class with the exception of any girls or women classes unless otherwise specified.
- d. **No rider is to be classified as a C rider if that rider is receiving or has ever received any type of OEM factory support in any class. (Excluding OEM contingency and trackside support)**
- e. If a rider doesn't meet any of the above criteria, they may not participate in the C class if they have raced C the previous two calendar years and have an RPV of 11.0 or higher.
- f. Riders who placed in the top 5 overall in a "Women's" class at the previous AMA Amateur National Motocross Championship are no longer eligible to compete in the "C" class.

5. Youth Advancement

- a. Riders eligible for advancement include youth riders between ages 12-16 and riders racing in specific classification classes (i.e. 250 C or Open C). Youth advancement combines all classes raced where age requirements are between 12-16. Youth advancement points are used only to advance riders to the B classification. Only AMA-recognized advancement classes will be used to calculate a Rider Performance Value (RPV).

6. Appealing a Classification/AMA Appeal Board

- a. Riders who wish to contest classification achieved during the current year through the National Advancement System may appeal once. The deadline for appeals related to year-end advancement is March 1.
- b. There will be a board to hear appeals and there is no second appeal to this classification process. The appeal board will be moderated by AMA Motocross Manager and consist of 3 AMA Congress Representatives from the AMA Congress MX committee. In the event the MX manager is absent the AMA will select a replacement to conduct the process.
- c. Advancement appeals for youth classes and age classes 25 years of age and over will be determined by the district with final concurrence from the AMA. Where there is no district representation, advancement appeals will be determined by the AMA.
- d. Classification appeals for youth classes and age classes 25 years of age and over will be determined

by the district with final concurrence from the AMA. Where there is no district representation, classification appeals will be determined by the AMA.

- e. A \$50 fee must accompany all advancement appeals. Appeals must be made in writing accompanied by supporting information and submitted to the AMA by e-mail at: mxadvancement@ama-cycle.org, by fax at (614) 856-1924 or by mail to American Motorcyclist Association, 13515 Yarmouth Dr., Pickerington, Ohio 43147.
- f. The AMA Appeal Board reserves the authority to advance a rider's classification that has no RPV but has demonstrated an advanced riding ability that is supported by documented race results, at any time.
- g. Riders who wish to contest placement or classification may appeal once per calendar year to the AMA. The appeal board will be moderated by AMA Motocross Manager and consist of 3 AMA Congress Representatives from the MX committee. In the event the MX manager is absent the AMA will select a replacement to conduct the process.
 - i. Riders returned to a lower class are only those who are considered completely non-competitive in the class they are leaving and who won't dominate the class they are returning to.
 - ii. A rider may return to a specific lower class only once.
 - iii. A rider returning to competition after several years must request to be reverted as explained above and can't move back a class automatically or without AMA and district permission. Failure to comply with this requirement will result in suspension or other disciplinary action.

D. Entries

1. Contestants must sign all entry blanks in ink. A organizer may refuse the entry of a rider who hasn't made arrangements to pay medical bills or ambulance bills incurred as a result of injuries at a previous meet sponsored by that organizer.
2. Organizers may establish advanced entry closing dates. Organizers may accept post entries with higher entry fees. In any case, the conditions of entry must appear in all advertisements.
3. Entrants may be removed from a meet for breaking any rules of conduct. Organizers and districts can't issue suspension of AMA competition privileges.
4. No entrant will be eligible to enter more than four classes during a single-day meet. For meets that run more than one day, riders may enter up to six classes.

5. A youth or amateur entrant may use the same motorcycle in more than one class on the same day as long as the motorcycle and rider meet the requirements of the class.
6. Under penalty of disqualification, a rider may not use more than one motorcycle in any class.
7. More than one contestant may ride the same motorcycle, as long as the riders are entered in different classes (e.g., 250A and 250B).
8. A rider must actually start an event to be considered a participant.

E. Youth Riders and Eligibility

WARNING: Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use motor vehicles.

1. Youth General

- a. To compete in a youth meet, an AMA member must be no younger than 4 and no older than 16. The referee or clerk of course may ask to see any rider's proof of age. Proof of age must be available at all meets or the rider is subject to disqualification.
- b. Parents, legal guardians or authorized adults must remain present at all times during the participation of an AMA member in any AMA-sanctioned youth meet.
 - (1) To authorize a minor to compete, parents, legal guardians or authorized adults must sign below the rider's signature on the entry form.
 - (2) The notarized authorization signed by the rider's parents or legal guardians giving responsibility to authorized adults must be kept on file with the rider's release form.
- c. The rider must be large enough and mature enough to control his/her motorcycle at all times, and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting and putting one or both feet on the ground. The referee has the authority to disqualify a rider who can't safely control his/her motorcycle.
- d. A rider's age on Jan. 1 will determine their age for remainder of the year. A rider may move to the next higher age class in the Youth Division only if they will be eligible to do so at any time during the year. Once a rider moves to the next higher age class in AMA or non-AMA competition, they may not move back to the lower age class. Riders are encouraged to determine at the beginning of the points season/year the age class they will participate in for the points season/year. Points earned in a lower age class won't transfer to the higher age class. The AMA at its sole discretion, under special circumstances, may determine that non-AMA sanctioned events may be exempt from this rule.

- e. No "A class" riders are permitted to compete in any "Youth" classes.
2. Youth Entries
- a. No youth rider shall ride as more than one age during any meet. (For example, a rider is either 11 years old or 12 years old during the meet.)
 - b. A youth entrant may use the same motorcycle in both youth and amateur events on the same day as long as the machine meets the engine displacement of the class entered. Where district numbering systems are in effect, proper numbers must be displayed on the motorcycle.

SECTION 1.2

MOTOCROSS EQUIPMENT

Special Note: The American Motorcyclist Association doesn't inspect vehicles in AMA-sanctioned competition. Participants are solely responsible for the condition of their vehicles and their competence to operate them.

A. Approval of Motorcycles/Minicycles

1. 0-114cc **Limited** Class
 - a. To be approved for AMA-sanctioned competition, minicycles (engines and frames) must be available through retail distributors.
 - b. For a minicycle to be homologated, the manufacturer must apply to the AMA, register the machine's specifications, provide photographs, OEM parts list, provide 10 identical machines of the same year and model for AMA Inspection and an additional 65 identical machines of the same year and model are manufactured and available for sale to the general public through a distributor network by April 15th of the current model year.
 - c. Manufacturers and distributors must have a sufficient quantity of spare parts to meet customer demand for a minimum of the current model year being approved.
 - d. Superseded or redesigned parts must be submitted to AMA Racing for review and approval before their use in competition. These parts must be listed in the current OEM parts list supplied to AMA Racing.
 - e. The AMA may require one unit of each approved model and/or superseded or redesigned part(s) to be provided for long-term parts comparison.
 - f. Only after the homologation paperwork has been verified and approved by AMA Racing will the minicycle be added to the approved for AMA competition list.
 - g. Homologation will last until such time as the motorcycle no longer conforms to the current **limited** class rules.
 - h. Homologation is required each year for new models even if that model hasn't changed from the previous year homologation.
 - i. AMA Racing will provide a list of homologated minicycles. This list may be updated at any time.
 - j. If at any time it is discovered that the manufacturer hasn't met the requirements or falsified any information during the homologation process, the manufacturer may be fined up to \$10,000 and may be placed on probation or suspension from AMA competition for up to five years.

- k. Minicycles will be approved at the sole discretion of AMA Racing.
- 2. 115cc and up Limited Class
 - a. To be approved for AMA-sanctioned competition, motorcycles (engines and frames) must be available through retail distributors.
 - b. A new manufacturer may be required to complete an approval application on initial request for approval for a new model or any time the AMA deems necessary.
 - c. Motorcycles will be approved at the sole discretion of AMA Racing.

B. Limited Class Equipment Standards

- 1. To be eligible for a LIMITED CLASS, the following can't be changed or modified:

Air Box	Frame
Exhaust System	Rim Size
Electronics	Stroke
Lower Triple Clamp	Swingarm
Internal Engine Components	Wheel Hubs
Carburetor (jetting changes allowed)	

Sound requirements for limited classes:

Year	2-stroke	4-stroke
Post-2011	96dB/A	94dB/A
Pre-2011	99dB/A	99dB/A

Note: Frequently asked questions regarding limited class requirements can be found at www.americanmotorcyclist.com > Racing > Rules.

- 2. The following items are exceptions for limited class competition:
 - a. Cylinder re-plating is allowed but must retain the original manufacturer's bore.
 - b. Changes to carburetor jetting are allowed.
 - c. Clutch plates, pistons and piston rings may be aftermarket items as long as they maintain the stock shape, design and material of the OEM parts.
 - d. Material may be added to the production frame for strength, including welding. These changes shall not affect frame geometry.
 - e. OEM front and rear suspension can be altered with internal modifications only. Shock linkage and suspension spring rates may be changed to any commercially available part.
 - f. Changes that are cosmetic in nature are allowed so long as there is no performance advantage.

3. To be eligible for limited classes that use oil-injection systems, only oil may be put in the reservoir. Pre-mix gasoline isn't allowed in the oil-injection system.
4. High compression pistons aren't allowed. All other internal engine components must be stock OEM parts.
5. Any items not listed above may be changed or modified.
6. Violations of the limited class rules as determined by the protest process or by the referee of the event will result in disqualification from the event. A second violation of the limited class rules will result in a disqualification from the event and a suspension from AMA competition for one year. Changes that are cosmetic in nature are allowed so long as there is no performance advantage.

Note: Cosmetic items may differ between identical machines such as color and graphics.

C. General Equipment Standards

Equipment used in sanctioned competition must meet the following standards, except as otherwise specifically provided for in this rule book. When the rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the motorcycle components will perform safely in competition. All classes are considered modified unless stated otherwise.

1. Engines (Modified Classes)
 - a. Motorcycles must use the crankcases of the production motorcycle engine. The use of sleeving, stroking or boring to change displacement classes is allowed.
 - b. Any crankshaft configuration may be used (180-degree firing, alternate firing, etc.).
 - c. Superchargers are prohibited.
 - e. The actual displacement of a motor must be stamped on the side of the cylinder or engine case.
 - f. The displacement of the motorcycle or minicycle may not exceed the class limit. Piston displacement specifications depend on the type of meet.
 - g. Piston displacement may be measured using either of the following formulas:
 - (1) $V = [\pi]R^2h$; 2 indicates the number is squared; (π) is 3.1416; R is 1/2 bore; and h is the measured stroke.
 - (2) $V = B^2(.7854)(h)$; B is bore and h is stroke. (Bore X Bore X 0.7854 X stroke X number of cylinders.)

Note: If bore and stroke is in millimeters, divide the end product by 1,000 to convert to cubic centimeters (cc). If bore and stroke is in inches, multiply the end

product by 16.387 to convert to cubic centimeters (cc).

2. All motorcycles must use petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814. All gas must be stored in approved containers.
3. Transmission
 - a. All motorcycles must be fitted with a transmission as catalogued and sold by the manufacturer of the motorcycle in question.
 - b. Specially fabricated clutch levers or pedals may be used.
 - c. Starting systems may be removed, including kick lever, pedal, starter crank gear and starter shaft. Kick pedals must be of the folding type.
 - d. There are no limitations on gearing.
4. Brakes
 - a. Brakes must be manufactured and installed in a safe and workmanlike manner.
 - b. A brake or braking device doesn't mean a compression release, although compression releases may be installed in addition to brakes.
 - c. Motorcycles in motocross competition must be equipped with adequate, operating front and rear brakes.
 - d. Brake ventilation is permitted.
 - e. Brakes that operate by friction on the tire or wheel rim are prohibited.
5. Wheels and Axles

Aluminum wheel axles are prohibited.
6. Frame
 - a. Frame parts must be manufactured in a safe and workmanlike manner, and any frame modifications also must be done in a workmanlike manner.
 - b. Titanium frames are not allowed.
 - c. Kickstands and center stands must be removed.
 - d. Footrests and levers
 - (1) All footrests must fold back at a 45-degree angle for at least 50 degrees of movement.
 - (2) Footrests must have a non-skid surface (e.g., knurled, serrated, rubber covered etc.).
 - (3) The length of the footrest pivot point to the frame, engine or transmission must not exceed 2 inches and may not be lower than the crankcase or frame, whichever is lower.

- e. **The frame with which a rider has qualified can't be changed unless authorized by the event referee when deemed unsafe.**
 - (1) **Once the frame is deemed unsafe by the referee, it may be replaced only with the frame designated by the OEM for that model year.**
 - (2) **When changing the frame is approved, only items from the original motorcycle/minicycle can be placed on the alternate frame.**

Note: Only the Referee may authorize a frame change for safety reasons

7. Handlebars and Controls

- a. Handlebars must be made of steel, aluminum, titanium or another material approved by the AMA. Repaired, cracked or broken handlebars are prohibited. Handlebar mounts may be altered.
- b. Control levers must have ball ends at least 1/2 inch in diameter.
- c. All motorcycles must be equipped with a functional mechanical kill device (such as a compression release) or ignition cut-off switch mounted on the handlebar and able to be reached without taking one's hand from a handgrip.
- d. Motorcycles must be fitted with a self-closing throttle.

8. Forks

- a. Forks must be adequate in strength and size for the motorcycle and its use.
- b. If the forks are moved up in the triple clamps and protrude more than 1 inch (including air stem if so equipped) above the lowest portion of the handlebars, then a protection device must be fitted over them.
- c. A steering damper may be used.

9. Gas Tanks

- a. Gas tank capacity must be between 5 liters (1.32 gallons) and 24 liters (6.34 gallons). The gas tank must be manufactured and mounted in a safe and workmanlike manner.
- b. Leaking gas tanks or fittings, as well as temporary makeshift repairs, are prohibited.
- c. Seat tanks are prohibited.
- d. Gas tank vent lines must have a device that prevents gasoline from escaping.

10. Fenders

- a. The front fender and the rear portion of the rear fender may be removed, or special fenders may be

fitted. However, any special fenders must be mounted securely and safely.

- b. Rear fenders must extend at least to a vertical line drawn through the rear axle.

11. Chain Guards

- a. A guard must completely enclose the primary drive (The counter-shaft sprocket and primary back drive are not considered parts of the primary drive).
- b. A rear chain guard isn't required.

12. Exhaust System

- a. The exhaust system must be attached securely together and to the frame, and must remain so until the end of the event.
- b. The discharge end of an exhaust system may not extend past the rear edge of the back tire.
- c. Motorcycles must be equipped with mufflers.
- d. Sound Limits and Testing Procedures are located in Appendix 6.2.

13. Tires

- a. Recapped or retreaded tires are prohibited.
- b. No rubber or metal studs (or foreign materials) may be added to the tire tread.
- c. No paddle tires may be used.
- d. No liquid may be used as primary tire filler.

14. Number Plates

- a. Three number plates are required, and must be mounted securely and in a workmanlike manner. All number plates must be clearly visible. Materials and thickness are to be OEM material and style.
- b. Numbers must be at least 5-inch-high standard block letters. Numbers and letters must be clearly legible. Numbers must not be shaded or outlined. Lettering must have a professional appearance. AMA national numbers will take precedence in all events, and will be designated by a 3-inch letter N (such as 1N). Nothing but the number and letter may appear on a number plate, except the top 2 inches of the front number plate for sponsor or rider names.
- c. A minicycle number plate should be no smaller than the original equipment supplied by that model.
- d. It is recommended that number plate colors be as follows:
 A classification: White with black numbers.
 B classification: Yellow with black numbers.
 C classification: Black with white numbers.
- e. It is recommended that, in addition to numbers on the motorcycle, the rider should put their number on the back of their jersey or chest protector.
- f. Numbers on the rider and motorcycle must match.

15. Use of electronic communication with the rider or use of a portable electronic device of any kind (i.e. digital music device) that would be considered a distraction while on the motorcycle during the meet is prohibited.
16. All riders should have a working, two-pound minimum, BC-rated, fire extinguisher in their pit area.
17. Streamlined parts, shells or housings are not permitted.
18. No lights, license plates, brackets, mirrors, glass or equipment posing a hazard to the rider or other competitors are allowed.

D. Motorcycle Equipment Inspection

1. The referee has the power to disqualify any motorcycle that doesn't conform to the rules, and may inspect any part of a motorcycle entered in an AMA-sanctioned meet. A motorcycle that passes a pre-race inspection is subject to further inspection or protest at any time during the race program.

E. Competition Apparel

1. Protective pants made of leather or other durable material and long sleeve jerseys must be worn.
2. When a riding jersey or other apparel is used for rider identification, it is recommended that an 8-inch-high number be on the back, and the number be of contrasting colors.
3. Boots must be worn in all meets. They must be at least 8-inches high with any combination of laces, buckles or zippers, or specially designed and constructed for leg and foot protection.
4. It is recommended that riders use the available protective equipment (i.e. gloves, chest protector, neck brace and knee braces) to help protect against the possibility of injury.
5. All riders must utilize a shatterproof face shield or shatterproof goggles.
6. Wearing of Helmets: It is mandatory for all participants taking part in practice and competition to wear a full face protective helmet. The helmet must be properly fastened, be of a good fit, and be in good condition. The helmet must have a chin strap type 'retention system'.

The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval:

USA:	Snell M2010 or DOT FMVSS 218
Europe:	ECE 22-05 'P', 'NP' or 'J'
Japan:	JIS T 8133 : 2007

**Full Face Type Helmet****Open Face**

All helmets must be intact and no alteration must have been made to their construction. The rider may perform the following checks before taking part in practice or the race: That the helmet fits well on the rider's head, that it is not possible to slip the retention system over the chin when fully fastened and, that it is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.

It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device and that all competitors display the following information on the base of the helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card and add any pertinent information such as epilepsy, diabetes, current medications and past medical problems.

SECTION 1.3

MOTOCROSS MEETS

Special Note: The American Motorcyclist Association doesn't set engineering and design standards or inspect tracks used in AMA-sanctioned standard events. Participants are solely responsible for their safety at AMA-sanctioned meets and should assess their own ability to negotiate each individual track or course. Participants who doubt the competence of track officials, have concerns about the safety of the course, or their own ability to negotiate the course, or are uncertain about the condition of their vehicle, or doubt the competence of fellow competitors, should not participate and should request the return of their entry fee before competitive activity begins.

A. General Rules of the Meet

1. Every club, association, organizer, rider and all other persons participating in, or connected with, any meet are bound by these rules. Recognized districts must submit any supplementary rules to the AMA for approval.
2. No stylized jumping contests will be allowed before, during or after AMA-sanctioned meets without approval from the AMA.
3. No gambling is permitted at any AMA-sanctioned meet, and it is the responsibility of the organizer and referee to strictly enforce this rule.
4. At any meet, except sidecar events, the following applies: The motorcycle must meet the class requirement for engine size. All classes need not be run in any given meet. However, all classes to be run must be listed on any advance advertisements.
5. At any meet if there are five or more entries for any class, that class must be run. If there are more than five but fewer than 12 riders in each of any two consecutive classes, these classes may be run at the same time (for separate prizes). In any advertised class with fewer than five entries, the class must be run, scored and awarded but may be combined with a similar ability or equipment class. Sidecar entries must be a minimum of six AMA members and three sidecars. Minicycles and motorcycles may not race or practice on the track or course at the same time.
6. With AMA permission, a standard meet may run in conjunction with a professional meet. At meets where spectator admission is charged, an entry fee may be charged in addition to the admission fee.
7. At meets where the organizer is supplying medical insurance for the riders, they may collect an additional fee for this service. The organizer must display a sign up a sign stating, RIDER MEDICAL INSURANCE TODAY, in 3-inch-high letters. All other meets should be recognized as not having rider medical insurance.
8. In addition to the classes described in this rule book, organizers may organize, advertise and conduct **limited**

classes in any type of AMA competition. Limited motorcycles (as described in Section 1.2) are subject to inspection, and any deviation will result in the motorcycles being assigned to other categories or disqualified.

9. A rider who earns a national number may begin using the number immediately and until the succeeding year's event where the national number was earned.

B. Youth - General Rules of the Meet

WARNING: Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use motor vehicles.

1. Youth meets must be conducted according to the rules in this rule book. Any variations aren't allowed without the written permission of AMA Racing.
2. All classes to be run at a meet must be listed in advance advertising and posted in a prominent place at the entry desk. All classes advertised must be run if there are five or more riders for that class.
3. When there are fewer than five riders per class, they may be advanced to the next higher class and scored separately. If there are more than five but fewer than 10 riders in each of two consecutive classes, the two classes may be run at the same time (for separate points and trophies).
4. Two riders may use the same motorcycle, provided they are entered in different classes (e.g., an 85cc limited motorcycle ridden in the 9-11 class and 12-13 class) and the classes aren't advertised to be run together.

C. Race Rules

1. **Organized Practice Guidelines**
 - a. **On the day of meet, only current AMA members are allowed to practice on the race course.**
 - b. **Rider's must sign waiver of liability when entering facility and all required registration forms signed prior to being permitted to practice or race.**
 - c. **Riding is only permitted on the course during scheduled organized practice sessions.**
 - d. **When organized practice is offered, rider must only be on course with his/her designated group.**
 - e. **A rider must only ride on the race course in the same direction as determined by the referee/official.**
2. The motorcycle at the starting line for the rider's first moto is considered the qualified motorcycle for the meet in that class. Only the motorcycle that is considered the qualified motorcycle will be allowed on the track for a sighting/parade lap. In any case, a rider is not allowed to switch motorcycles after the start of sighting/parade lap.
3. A rider may use any referee approved device, such as blocks or small platforms, to raise the level of his/her feet at the start of an event so long as the device(s) are removed immediately after the start.

4. Practice or warm up is limited to the designated area identified by the organizer. Competitors riding, or allowing their motorcycles to be ridden, outside these boundaries will be excluded from the meet.
5. A rider must be ready when called to the starting area. Two minutes are allowed after the starters call to make minor repairs for mechanical issues.
6. Race Program

If there are more riders in a class than can be accommodated on the course, the following format is recommended:

- a. Riders are divided into two or more groups, using each group as a first moto that qualifies them to the second moto.
 - b. If two groups are used, the top 15 riders from each group will advance directly to the second moto. Any riders not placing in the top 15 will race a last-chance qualifier where the top 10 finishers transfer to the second moto. A rider's qualifying finish will count as their first moto score. Riders transferring from the last-chance qualifier will receive a first moto score equal to their last-chance qualifier finish, plus 15 points.
 - c. If three or more qualifying groups are required, it is the referee's discretion to structure the qualifying groups and number of transfer positions for each group.
 - d. When qualifying groups are used and qualifying times are available, the fastest overall time in the qualifying groups will receive the first gate choice, followed by the winner of the next fastest qualifier, then second from the fastest qualifier and so on until all qualified riders have received a starting position. When qualifying times aren't available, the winner of the first group will receive the first gate choice, followed by the winner of the second group then second from the first group and so on until all qualified riders have received a starting position.
 - e. The format can be adjusted to meet track needs.
7. Except in a designated mechanic's area, no adjustments, repairs or refueling may be done during a moto. A rider, however, may do such work anywhere on the course without assistance.
 8. Once an event has started, any change of motorcycle is forbidden. A rider will be disqualified from the moto for disregarding this rule.
 9. A rider whose motorcycle becomes disabled before he reaches the finish line may, without assistance, push or carry the motorcycle (in the direction of the track) across the finish line to receive the checkered flag. At the referee's discretion, the rider may be instructed to leave the track at the nearest exit point, and will be considered to have completed the event, provided he has completed at least 50 percent of the number of laps as the winner.

10. Starts

- a. A mechanical device is used to start a motocross event. A rubber band, gate, or, when facilities permit and with the referee's approval, electronically controlled starting lights.
- b. At the starting line, the course must allow 1-meter (3.2-feet) of starting space for each motorcycle.
- c. Rubber band Starts
 - (1) An elastic restraint is stretched from either end of the starting area to a center post.
 - (2) Three feet behind and parallel to this restraint is a ditch approximately 9 inches deep and 18 inches wide where the motorcycles' front wheels are placed.
 - (3) A penalty line, marked with lime, is 2 feet behind the restraint.
 - (4) Any rider crossing the penalty line before the restraint is released will be penalized one lap.
 - (5) A two-minute warning is given, followed by a one-minute signal. If necessary, the starter may stop the countdown, then restart the count at one minute. At the end of the one-minute period, the restraint is released and the race begun.
- d. When a rider chooses their location on the starting line, they may not change that position.
- e. A rider must start in the middle of the starting gate.
- f. No tools may be used to groom a rider's starting area, only hands and feet may be used. Only dirt from within the starting area may be used, no liquid may be added to the rider's starting area. Grooming in front of the gate is prohibited except when cement extends beyond the front of the gate, in which case, a broom may be used on the cement portion in front of the gate.

11. False Start

- a. An official must be stationed at the side of the course, under orders of the starter or referee.
- b. In the event of a false start, which will be indicated to the starter by a pre-arranged signal, the starter will display a red flag to stop the race as soon as practical.
- c. In the event of a rider jumping the starting device, he/she shall be penalized one lap.

12. Course Cutting

- a. **Leaving the designated race course is forbidden. A rider must make every effort to stay on course at all times. The penalty for course cutting to gain an advantage will be the loss of finishing positions or a disqualification.**

- b. **A rider forced off the course may continue the race by properly re-entering the track at the closest safe point. While off the course the rider may not accelerate in an unsafe manner or attempt to gain an advantage. If a rider accelerates while off the course or cuts large amounts of the race course, the rider may be determined to have gained an advantage without gaining a position.**
 - c. **An advantage is not defined by the race position. A rider leaving the course must re-enter at the same point or at the first point where he/she can safely, without interfering with other riders and without gaining an advantage. A rider who fails to do so may be docked at least one finishing position for the moto at the discretion of the referee. In stadium motocross and Arenacross, a rider leaving the course must be allowed to re-enter the course without riding backward and may not be penalized, at the discretion of the referee.**
13. A competitor who rides in a way that endangers officials, other riders or the public will be subject to immediate disqualification from the meet by the referee.
 14. Except in sidecar competition, riding in a prone position is prohibited. The penalty is disqualification.
 15. When entering or leaving the pits, a rider must use designated entrance and exit lanes. Failure to do so may result in disqualification.
 16. The referee may decide the maximum number of riders who start any event. Starting riders will be those who qualify as a result of time trials or qualifying heats. If heat races are used, a rider must start a heat to qualify for the final event.
 17. **An event stopped by the referee before 60% of the race is completed by the race leader (rounded down to the nearest whole number of laps) the race will be re-started from the beginning. Riders may make minor repairs and adjustments at the starting area only. Any race start or re-start will be considered an official part of the event. Therefore, any infraction will be deemed valid and ruled upon accordingly.**

An event stopped by the referee after 60% of the race is completed by the race leader (rounded down to the nearest whole number of laps completed) the race will be considered complete and will be scored from the last completed lap scored prior to the red flag being displayed.
 18. For each class, the recommended program is two 15-minute motos.

D. Flags

Flags, measuring 30 inches by 30 inches, have the following meanings:

1. GREEN: Start of race.
2. WHITE: One lap to go until finish.
3. **YELLOW: Caution. When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag. In motocross, when a yellow flag is displayed there is no passing or jumping between the flag and the incident that caused the yellow flag. Failure to do so may result in the rider being docked from one finishing position all the way to disqualification from the event, subject to the referee's discretion.**

At the AMA Amateur National Motocross Championship a rider may jump and pass between the yellow flag and the incident but must show caution. Failure to show caution may result in the rider being docked from one finishing position all the way to disqualification from the event, subject to the referee's discretion.

4. BLACK WITH 1-INCH WHITE BORDER: Disqualification of a rider. That rider must report to the referee at once.
5. BLUE: Indicates you are about to be overtaken by faster riders. Hold your line and don't impede their progress.
6. WHITE WITH RED CROSS: Indicates that ambulances, safety vehicles or emergency personnel are on the course. EXERCISE caution. In motocross, Arenacross, etc., should this flag (red cross) be displayed, riders will slow down and maintain position with no passing or jumping until past the incident. Failure to do so may result in the rider being docked by one finishing position up to disqualification from the event, subject to the referee's discretion.
7. BLACK AND WHITE CHECKERED: End of race. (Checks are 5 inches square.)
8. RED: Stopping of a race for any emergency situation. Return cautiously to the starting line and wait for instructions.

E. Scoring

1. An AMA-approved scoring system must be used.
2. Each rider is entitled to examine their timing and scoring sheets with the head scorer, or referee.
3. No official announcement of race winners may be made until the final results have been posted and the 30-minute protest period has expired. Results may not be altered except by the AMA or the appeal process after the results have been deemed final.
4. It's the rider's responsibility to ensure number legibility. If a rider appeals his score and the numbers were not properly displayed, a protest will be disallowed. There will be no exceptions to this rule.

5. Riders earn points in each moto according to their finishing positions. A rider must finish at least one moto to receive an overall finishing position.
6. Points awarded per moto are 1 point for first, 2 points for second, 3 points for third, etc. The rider accumulating the fewest points after both motos is the overall class winner. In case of a tie, the winner is the rider with the better finishing position in the final moto.
7. A rider who completed fewer than half the number of laps of the winning rider, or didn't take the checkered flag receives points corresponding to the total number of riders entered in the class with a minimum of 20 points. A rider who didn't complete one lap will receive a score equal to the total number of riders plus 30 points. Riders that did not finish or didn't complete one lap will be shown on the score sheet as a DNF and DNS. No riders will be allowed to make up lost laps after the checkered flag.
8. **DQ/Disqualification: A "Moto DQ" results in moto points equal to the total number of riders in the class, plus 40 points. A "Class DQ" results in exclusion from the class results in all motos for that class only. A "Meet DQ" results in exclusion from all classes in all motos for the entire meet.**
9. At the sole discretion of the referee, a class may be scored from one moto only.

F. Claiming

1. All sanctioned motocross and youth meets are claiming meets. The claiming price shall be 30 percent over (50 percent over for Supermini) manufacturer's suggested retail price using the Black Book AMA Official Motorcycle Value Guide, Kelly Blue Book or NADA appraisal guide and include the complete motorcycle, supermini or minicycle. Vintage- and ATV-class equipment shall be excluded from the claiming rule.
2. Any rider (claimant) may enter a claim for a motorcycle, supermini or minicycle ridden in an event in which the claimant has competed. A claimant may enter a claim with the referee any time during the meet but no later than 30 minutes after the race results of the event in which the claimant has competed are posted.
3. Cash, certified check or bank draft must accompany a claim. The owner of the claimed motorcycle must immediately deliver it intact, along with a clear title or bill of sale.
4. If more than one claim is received for the same motorcycle, the meet referee will hold a drawing to determine the successful claimant.
5. If a rider whose motorcycle is claimed refuses to comply, he must forfeit his trophy, is disqualified from the meet and will be suspended for one year.
6. A rider may not enter a claim on his own equipment.

G. Youth Engine Classes and Age Groups

Any of the following classes may be run, but all must be run as advertised. Additional classes may be run but must first be approved by the AMA.

Class	Age Requirement	Engine size	Engine type
1: Limited Peewee Jr.	4 - 6 yrs	0cc - 51cc	2-stroke
		0cc - 51cc	4-stroke
Single-speed automatic. Maximum (adjusted length) wheelbase 36 inches. Maximum wheel size 10 inches. Maximum seat height 24 inches. No larger than 14mm round intake.			

Class	Age requirement	Engine size	Engine type
2: Limited Peewee Sr.	7 - 8 yrs	0cc - 51cc	2-stroke
		0cc - 51cc	4-stroke
Single-speed automatic. Maximum (adjusted length) wheelbase 41 inches. Maximum wheel size 12 inches. Retrofitted 12-inch wheels are permitted on all class 2 motorcycles. OEM parts must be used. No larger than 19mm round intake.			

Class	Age requirement	Engine size	Engine type
3: Limited Peewee	4 - 8 yrs	0cc - 51cc	2-stroke
Single-speed automatic. 2-stroke oil-injected. Maximum (adjusted length) wheelbase 36 inches. Maximum wheel size 10 inches. Maximum seat height 22 inches. No larger than 12mm round intake.			
Class	Age requirement	Engine size	Engine type
4: Limited Peewee	4 - 8 yrs	0cc - 51cc	2-stroke
		0cc - 51cc	4-stroke
Single or multi-speed automatic. Maximum (adjusted length) wheelbase 38 inches. Maximum wheel size 10 inches. Maximum seat height 22 inches. No larger than 13mm round intake.			

All carburetors are to be original equipment. The intake side of the cylinder/output side of the carburetor must have an opening no larger than the above-mentioned size for that class. The opening must be a round opening. An oval shaped opening is NOT acceptable. The restriction must be a minimum of 4mm thick. The hole must have square corners (no radius of chamfer on either side).



Seat height will be measured at the lowest part of the top of the seat. See wheelbase measurement process in Appendix 6.8.

Class	Age requirement	Engine size	Engine type
65cc	7 - 9 yrs	59cc - 65cc	2-stroke
65cc	7 - 11 yrs	59cc - 65cc	2-stroke
65cc	10 - 11 yrs	59cc - 65cc	2-stroke
Minimum wheel size 12 inches. Maximum front wheel 14 inches. Maximum (adjusted length) wheelbase 45 inches. Maximum wheelbase must maintain manufacturer specifications.			

Class	Age requirement	Engine size	Engine type
85cc	9 - 11 yrs	79cc - 85cc	2-stroke
85cc	12 - 13 yrs	79cc - 85cc	2-stroke
85cc	14 - 15 yrs	79cc - 85cc	2-stroke
Maximum front wheel 17 inches. Minimum rear wheel 12 inches. Maximum rear wheel 16 inches. Maximum wheelbase 51 inches.			

Class	Age requirement	Engine size	Engine type
Supermini	12 - 16 yrs	79cc - 112cc	2-stroke
		75cc - 150cc	4-stroke
Maximum wheelbase 52 inches. Maximum front wheel size 19 inches. Maximum rear wheel size 16 inches.			
Class	Age requirement	Engine size	Engine type
Schoolboy 1	12 - 16 yrs	86cc - 125cc	2-stroke
		75cc - 150cc	4-stroke
Minimum front wheel size 19 inches. Minimum rear wheel size 16 inches.			
Class	Age requirement	Engine size	Engine type
Schoolboy 2	14 - 16 yrs	122cc - 250cc	any
Minimum wheelbase 53 inches. No minicycle or Supermini.			
Class	Age requirement	Engine size	Engine type
Girls Junior	9 - 12 yrs	59cc - 85cc	2-stroke
Maximum wheelbase 51 inches. Maximum front wheel size 17 inches. Minimum rear wheel size 12 inches, maximum rear wheel size 16 inches.			

Class	Age requirement	Engine size	Engine type
Girls Senior	12 - 16 yrs	79cc - 112cc	2-stroke
		75cc – 150cc	4-stroke
Maximum wheelbase 52 inches. Maximum front wheel size 19 inches. Maximum rear wheel size 16 inches.			

1. All minicycle class machines must be run in the class for which they were originally manufactured (excluding Supermini and Schoolboy).
2. The use of OEM or aftermarket kits to change displacement or wheelbase will be allowed in the Schoolboy and Supermini classes only.
3. Only OEM ring and pinion may be used. All other definitions and rules for limited classes contained in Chapter 1, Section 1.2 of the rule book will apply to limited classes.
4. Limited classes for approved minicycles/motorcycles only. See section 1.2 of this chapter regarding allowable equipment. Limited class motorcycles are subject to inspection and any deviation, other than approved modifications, will result in the motorcycle being assigned to another category or disqualification.

H. Arenacross

Arenacross is held in an arena or other confined area on a man-made track. Arenacross uses a heat/final type of program.

AMA-sanctioned Arenacross events are held under an exclusive contract with Feld Motorsports. AMA Arenacross supplemental regulations are revised annually and available at www.arenacross.com.

I. Motocross

1. General
 - a. Motocross is conducted on a closed course that includes left and right turns, hills, jumps and irregular terrain. If possible, a motocross course should be laid out over natural terrain, and high-speed sections should be avoided.
 - b. The course must be between a half mile and 1-1/2-miles long, with a minimum width of 20 feet. The starting area should face up grade when possible and be free of humps, jumps, gullies and hard-to-see irregularities.
 - c. A stadium motocross is held in a stadium or other confined area on a man-made track. Stadium motocross uses a heat-final type of program.
 - d. In any heat or final race at stadium motocross meets the organizer may limit the number of motorcycles to a maximum of 25.

2. The following is the complete class listing of approved amateur classes for AMA Motocross events. All classes are approved for competition and organizers must advertise any classes to be run. All classes must have a minimum wheelbase of 53 inches (except Women's class). All classes may be divided into A, B and C skill levels at the organizer's discretion.

Class	Engine size
* 125cc	122cc – 125cc, 2-stroke only
* 250cc	122cc – 250cc
14 - 24 yrs	122cc - open
* Open	122cc - open
Plus 25	122cc - open
Vet Plus 30	122cc - open
Vet Plus 35	122cc - open
Senior Plus 40	122cc - open
Senior Plus 45	122cc - open
Senior Plus 50	122cc – open
Senior 55+	122cc – open
Senior 60+	122cc – open
Women (12+)	99cc – 250cc

*Note: Classes marked with an asterisk should be run using the displacement limitations as shown.

SECTION 1.4

MOTOCROSS PRO/AM MEETS

A. Purpose

To provide events giving riders a transition from the amateur to professional level by earning advancement points toward a professional license.

B. Classes

The following is the complete class listing of approved Pro/Am classes for AMA Pro/Am events.

Class	Engine size
250cc	122cc - 250cc
Open	122cc - open
Open Pro Sport	122cc - open

C. Rider Eligibility

1. Amateur and youth classes: AMA amateur and youth eligibility rules apply.
2. **The 250, 450 and Open Pro Sport motocross classes are open to any AMA licensed Pro Rider or eligible amateur A class rider.**

D. Prize Money

1. **To obtain criteria to receive a professional motocross license, see www.mxsportsproracing.com**
2. See Section 1.5 for the Payout Structure.

E. Event Procedures

1. All event procedures relating to equipment, meet rules, protests and offenses shall be as defined in the AMA Racing rulebook.

F. Points

1. To obtain a Professional Motocross license, riders must earn 75 Pro/Am points within the previous 12-month period.
2. Points will be awarded to riders by their overall finish position.
3. Points will be awarded according to the National points scale.
4. Points are not transferable between classes.
5. Selected Pro/Am motocross events will pay double points toward a professional license.
6. AMA Racing staff determines which events will pay double points.

7. A schedule of Pro/Am motocross events is available at www.AmericanMotorcyclist.com > Racing.

Pro/Am National Points

Finish Position	Points 5-14 Participants	Points 15-24 Participants	Points 25+ Participants
1	18	25	30
2	16	20	25
3	12	18	21
4	9	16	18
5	6	14	16
6	5	12	15
7	4	11	14
8	3	10	13
9	2	9	12
10	1	8	11
11		7	10
12		6	9
13		5	8
14		4	7
15		3	6
16		2	5
17		1	4
18			3
19			2
20			1

G. Results

Reporting of Pro/Am race results, points and money paid will be the responsibility of the meet referee. The AMA will provide all forms and procedures.

Rider results and points can be found at the MX Results Center at www.AmericanMotorcyclist.com > Racing.

H. Officials

The promoting organization shall be responsible for obtaining a qualified referee and all necessary personnel.

I. AMA Supercross Professional License information

Contact AMA Racing at www.AMASupercross.com.

J. AMA Motocross Professional License information

Contact AMA Pro Racing at www.MXSports.com.

SECTIONS 1.5

MOTOCROSS RECOMMENDED PRO/AM PAYOUT SCHEDULE

250A and Open (2 class payout)

1-29 riders: Payout Per Moto	30-50 riders: Payout Per Moto
1st = \$225	1st = \$300
2nd = \$150	2nd = \$200
3rd = \$105	3rd = \$140
4th= \$68	4th = \$90
5th= \$53	5th = \$70
6th= \$45	6th = \$60
7th = \$37	7th = \$50
8th = \$30	8th = \$40
9th = \$22	9th = \$30
10th= \$ 15	10th = \$20

250A, Open and Open Pro-Sport (3 class payout)

1-29 riders: Payout Per Moto	30-50 riders: Payout Per Moto
1st = \$150	1st = \$200
2nd = \$100	2nd = \$135
3rd = \$70	3rd = \$95
4th= \$45	4th = \$60
5th= \$35	5th = \$47
6th= \$30	6th = \$40
7th = \$25	7th = \$34
8th = \$30	8th = \$27
9th = \$15	9th = \$20
10th= \$ 10	10th = \$14

SECTION 1.6

VINTAGE MOTOCROSS RULES

A. Equipment

Like design: Frames, swingarms and forks must be of period design and materials (pre-1975 for Vintage and pre-1978 for Evolution 1). Any design not clearly documented as period design must be submitted for written approval by AMA Racing at least 30 days prior to competition.

B. Classes

- Vintage classes will include machines originally sold as pre-1975 (and like design) models. Vintage classes will include bikes with 7 inches or less front wheel travel and 4 inches or less of rear travel.

a. Vintage classes:

Class	Engine Size
1	88cc-100cc
2	101cc-125cc
3	126cc-200cc
4	201cc-250cc
5	251cc-Open
6	Vet (30+) Open
7	Senior (40+) Open
8	Super Senior (50+) Open
9	Masters (60+) Open
10	Women's Open
11	69cc-80cc 12-15 Youth

- Evolution 1 classes will include machines originally sold as pre-1978 (and like design) models. Evolution 1 Classes will include bikes with a max of 9 inches of travel for the front and the rear. No water cooling.

a. Evolution 1 classes:

Class	Engine Size
1	88cc-125cc
2	126cc-250cc
3	251cc-Open
4	69cc-80cc 12-15 Youth

- Evolution 2 Classes will include bikes with no linkage type rear suspension, no water cooling, and no disc brakes. There are no travel limitations.

- a. Evolution 2 classes:

Class	Engine Size
1	88cc-125cc
2	126cc-200cc
3	201cc-250cc
4	251cc-Open
5	69cc-80cc 12-15 Youth

4. Evolution 3 Classes may have been produced with water cooling and have linkage type rear suspension, but they cannot have disc brakes or any power valve type mechanism built directly into the engine. Yamaha's YZ 1982-1984 are the only eligible motorcycles allowed to use a power valve mechanism.

- a. Evolution 3 classes:

Class	Engine Size
1	86cc-125cc
2	126cc-250cc
3	251cc-Open

5. Non-Current class will include motorcycles originally sold as pre-1997 (and like design) models.

- a. Non-Current classes:

Class	Engine Size
Open	122cc-Open

6. Vintage Motocross Nationals additional classes.
EVO 1, 2, 3 combined.

1	Veteran (30+) Open
2	Senior (40+) Open A
3	Senior (40+) Open B
4	Senior (40+) Open C
5	Super Senior (50+) Open A
6	Super Senior (50+) Open B
7	Super Senior (50+) Open C
8	Masters (60+) Open A
9	Masters (60+) Open B
10	Masters (60+) Open C
11	Women's Open

Chapter 2

OFF-ROAD

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Questions regarding the Off-Road section of the rulebook should be directed to offroadracing@ama-cycle.org.

SECTION 2.1

OFF-ROAD RIDERS AND ELIGIBILITY

Special Note: Participants are solely responsible for their safety. AMA Competition and ATVA Memberships are interchangeable.

A. General

1. All riders in AMA/ATVA-sanctioned competition are required to be AMA or ATVA members **or have an AMA issued one event pass**. AMA associate members can't participate in AMA-sanctioned competition.
2. **Recognized district organizations and competition partners may require an additional membership in AMA/ATVA sanctioned meets they manage.**
3. **The AMA does not require that a recognized district partner recognize the memberships offered from other recognized districts or competition partners. Any such arrangements shall be by mutual agreement between affected organizations.**
4. Entry fees can be altered at the organizer's discretion for riders without specific series or event memberships.
5. AMA-chartered clubs or organizers may collect a contestant's AMA membership card when they sign in and return the card at the end of the meet.
6. The minimum age for amateur riders is 12. In all off-road events, a rider must be 14 or older to ride motorcycles above 250cc. The age of the rider is determined as of the date of the event, except in youth competition.
7. Standard meets are open to all qualified AMA members without regard to the gender of the entrant.
8. Recognized, non-recognized districts, **competition partners, organizers or series that require supplementary regulations** must submit any supplementary regulations to the AMA for approval prior to the first event of the year. Failure to do so may result in permanent loss of sanction. Supplemental rules must include any class structure not included in the AMA rulebook and won't include district or series information and district policies. Supplemental regulations must be submitted for approval for any deviation from the AMA regulations.
9. At any meet, only A class riders (the highest rider classification) may compete for cash prizes. Any rider receiving a cash prize will be considered an A rider. Contingency isn't considered a cash prize.
10. Rider classification is determined by the district, or by the meet referee in unrecognized districts.
11. No rider under the legal age of majority in the state in which the meet takes place may compete without the written consent (signature on liability releases and entry forms) of his/her parents or legal guardians present at the meet. An authorized adult acting on behalf of the parents

or legal guardians must provide a notarized statement indicating they have been given the authority by the parent or legal guardian to be responsible for the minor during the meet. The parents, legal guardians or authorized adult must remain present while the AMA member he/she is responsible for is at the meet.

12. All releases and notarized statements must be forwarded to the AMA with the referee report and/or injury report.
13. All race personnel, officials, riders, mechanics, photographers and anyone associated with riders must not consume or be under the influence of intoxicants or drugs that could affect their normal mental or physical ability. Failure to comply may result in disqualification of the rider and/or a fine. Besides affecting the safety of the meet, any such use is inconsistent with the concept of good sportsmanship and is harmful to the sport of motorcycling.
14. Riders and/or family and pit crew who direct foul and abusive language to an official of the sponsoring club, organizer, AMA official, or district official are subject to disqualification for the entire meet.
15. Each rider is responsible for the actions of his family and pit crew, and any detrimental action caused by these individuals puts that rider at risk of disqualification.
16. All riders and other race personnel must assess for themselves the track, facilities, existing conditions and other matters relating to safety. The AMA can't and doesn't supervise any competition. All riders and race personnel must rely on their own judgment and assume all risks of participating in competition in any manner.
17. Any member subject to disciplinary action by AMA Pro Racing, including a permanent revocation and loss of licensure to engage in professional competition, shall be ineligible to participate in any AMA-sanctioned amateur competition.
18. All riders and motorcycles participating in any AMA Amateur-sanctioned meet will comply with the Amateur Rule Book.
19. The rider must be able to control his/her motorcycle at all times, and to ride it safely. This includes stopping, starting, standing still, and mounting, dismounting, and putting one or both feet on the ground. The referee has the authority to disqualify a rider who can't safely control his/her motorcycle.

B. Riders and Classifications

1. Riders are responsible to enter only classes in which they are eligible. See Chapter 5, section 5B, paragraph 5b for the penalty.
2. If a rider is advanced by one series and is still competing in another series, the rider is permitted to finish out the second series in the class in which they started. A rider must enter their new advanced class in any meets entered after the advancement.

3. The AMA, on the basis of participation and achievement in district-level competition, shall classify riders unless otherwise provided by AMA rules. Rider classification shall be as follows:

Classification	Description
A	The highest classification
B	The classification preceding A
C	The classification preceding B
Additional entry-level classifications based on the amount of rider participation at the district level in any particular district at any meet may establish classifications based on circumstances.	

4. Participation in or advancement to a higher class in any AMA or non-AMA Off-Road meet by any rider will result in permanent advancement to that higher class in all AMA-sanctioned Off-Road competition. Off-Road racers will ride all off-road meets in the highest classification earned. Off-Road includes Enduro, Hare Scrambles, Desert Scrambles, Grand Prix, Cross Country, Hare and Hound and like type meets.
5. Off-Road Rider Advancement: Riders shall be classified as A, B or C riders. Advancement from C class to B class is made when the rider accumulates 100 C class points. Advancement from B class to A class is made when the rider accumulates 100 B class points.

The rider may elect to either: (1) advance to the higher classification, or (2) remain in the current classification for the remainder of the year, in which case the rider will be advanced to the earned classification on Jan. 1.

6. Riders may at any time advance to a higher classification and must notify the AMA office of this voluntary advancement. It will be the riders responsibility to enter the higher class in all subsequent meets entered.
7. Points are awarded using a chart based on the total entries (see Off-Road Promotion Point Chart).
 - a. To be eligible for promotion points a rider must finish the event. Points will not be awarded in combined classes such as a B/C class or in unspecified skill level classes such as Sportsman.
 - b. If advertised in advance, all classes need not be run. For points to be paid, classes must be structured as follows with an A, B or C skill level designator:

Displacement	Age
86cc – 200cc	Veteran 30+
201cc – 250cc	Senior 40+
251cc – Open cc	Super Senior 50+
Other	Masters 60+
Women	

8. Riders who submit an ISDE Letter of Intent (LOI) automatically advance themselves to the A class.
9. If a rider believes they are not capable of competing at the higher-class, they may appeal (once per district season) in writing to his/her recognized district or regional organization (RDO). Each case will be considered individually by the RDO. When the AMA is notified of the decision in writing, with a copy to the rider, the change in classification will become official. AMA staff will consider appeals from riders without an RDO.
 - a. If the reclassification is granted, the rider will begin accumulating promotion points at 50 points.
 - b. Riders returned to a lower class are only those who officials consider completely non-competitive in the class they are leaving and who won't dominate the class to which they are returning.
 - c. A rider may return to a lower class only once.
 - d. A rider returning to competition after several years must request to be reclassified and can't move back a class without AMA or RDO permission.
10. Riders between the ages of 12 and 14 riding the B class shall not be forced into the A class, regardless of how many B races or promotion points they have. Riders in this age group may advance based on their own ability and competence.
11. Riders who race in MX, Enduro, Hare Scrambles, Hare & Hound and have different classifications in each type of racing, may not vary more than one level.
12. ATV & Motorcycle Rider classifications are not considered the same. Riders must achieve their classification in each separately.

C. Entries

1. Contestants must sign all entry blanks in ink. A organizer may refuse the entry of a rider who has not made arrangements to pay medical bills or ambulance bills incurred as a result of injuries at a previous meet sponsored by that organizer.
2. No more than one engine number can appear on an entry blank.
3. Organizers may establish advanced entry closing dates. Organizers may accept post entries with higher entry fee. The conditions of entry must appear in all advertisements.
4. Entrants may be removed from a meet for breaking any rules of conduct. Organizers and districts can't issue suspension of AMA competition privileges.

5. If youth and amateur events are being run on the same day at the same location, no youth entrant shall be eligible to enter more than three classes for the entire day.
6. A youth or amateur entrant may use the same motorcycle in more than one class on the same day, as long as the motorcycle and rider meet the requirements of the class.
7. A rider must start an event to be considered a participant.

D. Youth Riders and Eligibility

WARNING: Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use motor vehicles.

1. Youth General

- a. To compete in a youth meet, an AMA member must be no younger than 4 and no older than 16. The referee or clerk of course may ask to see any rider's proof of age. Proof of age must be available at all meets or the rider is subject to disqualification.
- b. Parents, legal guardians or authorized adults must remain present at all times during the participation of an AMA member in any AMA-sanctioned youth meet.
 - (1) To authorize a minor to compete, parents, legal guardians or authorized adults must sign below the rider's signature on the entry form.
 - (2) The notarized authorization signed by the rider's parents or legal guardians giving responsibility to authorized adults must be kept on file with the rider's release form.
- c. The rider must be large enough and mature enough to control his/her motorcycle at all times, and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting and putting one or both feet on the ground. The referee has the authority to disqualify a rider that cannot safely control his/her motorcycle.
- d. A rider's age on Jan. 1 will determine their age for remainder of the year. A rider may move to the next higher age class within the youth division only if they will be eligible to do so at any time during the year.
- e. Once a rider moves to the next higher age class in AMA or non-AMA competition, they may not move back to the lower age class. Riders are encouraged to determine at the beginning of the points season/year, in which age class they will participate for the points season/year. Points earned in a lower age class won't transfer to the higher age class.

2. Youth Entries

- a. When youth and amateur events are being run on the same day at the same location, youth entrants would be eligible to enter a maximum of three classes for the day.

- b. A youth entrant may use the same motorcycle in both youth and amateur events on the same day as long as the motorcycle meets the engine displacement of the class entered. Where district numbering systems are in effect, proper numbers must be displayed on the motorcycle.
3. Points: Riders are eligible to receive district points in youth classes. Additional points programs may be established by the recognized district organization. The American Motorcyclist Association doesn't inspect vehicles used in AMA-sanctioned competition. Participants are solely responsible for the condition of their vehicles and their competence to operate them.

SECTION 2.2

OFF-ROAD EQUIPMENT

Special Note: The American Motorcyclist Association doesn't inspect vehicles in AMA-sanctioned competition. Participants are solely responsible for the condition of their vehicles and their competence to operate them.

A. General Equipment Standards

Equipment used in sanctioned competition must meet the following standards, except as otherwise specifically provided for in this rule book. When the rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same, so that the motorcycle components will perform safely in competition. All classes are considered modified unless stated otherwise.

1. Engines (Modified Classes)

- a. Motorcycles must use the crankcases of the production motorcycle engine. The use of sleeving, stroking or boring to change displacement classes is allowed.
- b. Any crankshaft configuration may be used (180-degree firing, alternate firing, etc.).
- c. The frame with which a rider has qualified may not be changed, though engines may be.
- d. Superchargers are prohibited.
- e. The actual displacement of a motor must be stamped on the side of the cylinder or engine case.
- f. The displacement of the motorcycle or minicycle may not exceed the class limit. Piston displacement specifications depend on the type of meet.
- g. Piston displacement may be measured using either of the following formulas:
 - (1) $V = [\pi]R^2h$; 2 indicates the number is squared; (π) is 3.1416; R is 1/2 bore; and h is the measured stroke.
 - (2) $V = B^2(.7854)(h)$; B is bore and h is stroke. (Bore X Bore X 0.7854 X stroke X number of cylinders.)

Note: If bore and stroke is in millimeters, divide the end product by 1,000 to convert to cubic centimeters (cc). If bore and stroke is in inches, multiply the end product by 16.387 to convert to cubic centimeters (cc).

2. All motorcycles must use petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814. All gas must be stored in approved containers.

3. Transmission

- a. The gearbox is limited to the number of speeds of the approved motorcycle. However, motorcycles originally equipped with fewer than six speeds may be increased to a maximum of six speeds.
- b. All motorcycles must be fitted with a transmission as catalogued and sold by the manufacturer of the motorcycle in question.
- c. Specially fabricated clutch levers or pedals may be used. Clutch pedals must be rubber-covered.
- d. Starting systems may be removed, including kick lever, pedal, starter crank gear and starter shaft. Kick pedals must be of the folding type.
- e. There are no limitations on gearing.

4. Brakes

- a. Brakes, when required, must be manufactured and installed in a safe and workmanlike manner.
- b. Motorcycles in all AMA Racing competition must be equipped with a functional rear-wheel brake.
- c. A brake or braking device doesn't mean a compression release, although compression releases may be installed in addition to brakes.
- d. Special pedals must be rubber-covered.
- e. Brake ventilation is permitted.

5. Wheels and Axles

- a. Any type of wheel may be used in meets where brakes are not required.
- b. Aluminum wheel axles are prohibited.

6. Frame

a. General

- (1) Frame parts must be manufactured in a safe and workmanlike manner, and any frame modifications also must be done in a workmanlike manner.
- (2) Titanium frames aren't allowed.
- (3) Safety bars and stands must be removed except in Cross-Country type events.
- (4) Footrests and levers
 - (a) All footrests must fold back at a 45-degree angle for at least 50 degrees of movement.
 - (b) Footrests must have a non-skid surface (knurled, serrated, rubber covered etc.)
 - (c) The length of the footrest pivot point to the frame, engine or transmission must not

exceed 2 inches and may not be lower than the crankcase or frame, whichever is lower.

- (d) Once qualified for the meet, the motorcycles frame may not be replaced.

b. Sidecar

In addition to the general frame requirements listed above, sidecars also must comply with the following:

- (1) The frame for a sidecar outfit consists of a motorcycle with a sidecar attached on the left or right side, or any three-wheeled, two track vehicles built specifically for sidecar competition. Sidecars must be constructed or attached in a safe, workmanlike manner.
- (2) Sidecars must have conventional rigid (not flexible) frames.
- (3) Measured from the center of the tire treads, the distance between the sidecar wheel and motorcycle wheels must be between 30 and 45 inches.
- (4) A padded, straight knee brace may be used, but it must be attached at a right angle to the frame and not extend more than 5 inches from the gas tank.

7. Handlebars and Controls

- a. Handlebars must be made of steel, aluminum, titanium or another material approved by the AMA. Repaired, cracked or broken handlebars are prohibited. Handlebar mounts may be altered.
- b. Control levers must have ball ends at least 1/2-inch in diameter.
- c. All motorcycles must be equipped with a functional mechanical kill device (such as a compression release) or ignition cut-off switch mounted on the handlebar and able to be reached without taking one's hand from a handgrip.
- d. Motorcycles must be fitted with a self-closing throttle.

8. Forks

- a. Forks must be adequate in strength and size for the motorcycle and its use.
- b. Fender brackets may be removed.
- c. If forks are moved up in the triple clamps and protrude more than 1 inch (including air stem if so equipped) above the lowest portion of the handlebars, then a protection device must be fitted over them.
- d. A steering damper may be used.

9. Gas Tanks

- a. Except for motorcycles used in observed trials, gas tank capacity must be between 5-liters (1.32 gallons) and 24-liters (6.34 gallons). The gas tank must be manufactured and mounted in a safe and workmanlike manner.
- b. Leaking gas tanks or fittings, as well as temporary makeshift repairs, are prohibited.
- c. Commercially produced auxiliary tanks may be used. Seat tanks are prohibited.
- d. Gas tank vent lines must have a device that prevents gasoline from escaping.

10. Fenders

- a. The front fender and the rear portion of the rear fender may be removed, or special fenders may be fitted. However, any special fenders must be mounted securely and safely.
- b. Rear fenders must extend at least to a vertical line drawn through the rear axle.
- c. On motorcycles in sidecar events, the rear fender must extend at least 35 degrees past a vertical line drawn through the rear axle.
- d. The wheel on a sidecar must be shielded completely above the floorboard level.

11. Chain Guards

- a. A guard must completely enclose the primary drive (The counter-shaft sprocket and primary back drive are not considered parts of the primary drive).
- b. A rear chain guard isn't required.

12. Exhaust System

- a. The exhaust system must be attached securely together and to the frame, and must remain so until the end of the event.
- b. The discharge end of an exhaust system may not extend past the rear edge of the back tire, nor point so that it creates dust or interferes with the vision of another rider.
- c. When required, spark arresters shall remain in place throughout the event.
- d. Sound Limits and Testing Procedures are located in Appendix 6.2.

13. Tires

- a. Recapped or retreaded tires are prohibited.
- b. No rubber or metal studs (or foreign materials) may be added to the tire tread, except for Hare Scrambles Studded Classes.

- c. No liquid may be used as primary tire filler.
14. Number Plates (except observed trials)
- a. When number plates are required, a motorcycle must be equipped with three plates of uniform size, shape and color. Minimum dimensions are 7 1/8-inches high and 10 1/4-inches wide with four corners cut off at a radius of 1 inch. Metal plates must not be less than .045-inches thick, or .030 if beaded for added stiffness. For fiberglass or ABS plastic, the minimum thickness is 1/16 inch, and 1/8 inch for plywood. All other materials are prohibited.
 - b. Numbers must be at least 5-inch high, standard block letters. Numbers must not be shaded or outlined. Lettering must have a professional appearance. AMA national numbers will take precedence in all events, and will be designated by a 3-inch letter N (such as 1N). Nothing but the number and letter may appear on a number plate, except the top 2 inches of the front number plate for sponsor or rider names.
 - c. Number plates must be securely mounted. The front plate must be attached parallel to the head angle and may not be curved (except on road race fairings).
15. Use of electronic communication with the rider or use of a portable electronic device of any kind (i.e. digital music device) that would be considered a distraction while on the motorcycle during the meet is prohibited.
16. All riders should have a working, two-pound minimum, BC-rated, fire extinguisher in their pit area.

B. Motorcycle Equipment Inspection

- 1. The referee has the power to disqualify any motorcycle that doesn't conform to the rules, and may inspect any part of a motorcycle entered in an AMA-sanctioned meet. A machine that passes a pre-race inspection is subject to further inspection or protest at any time during the race program.
- 2. A rider who refuses to turn over their machine for inspection or measurement at the request of the referee or meet officials is automatically disqualified from the meet.

C. Competition Apparel

- 1. Protective pants made of leather or other durable material and long sleeve jerseys must be worn in all competition.
- 2. When a riding jersey or other apparel is used for rider identification, it is recommended that an 8-inch number be on the back, and the number be of contrasting colors.
- 3. Boots must be worn in all meets. They must be at least 8-inches high with any combination of laces, buckles or zippers, or specially designed and constructed for leg and foot protection.
- 4. All riders must utilize a shatterproof face shield or shatterproof goggles.

5. **Wearing of Helmets:** It is mandatory for all participants taking part in practice and races to wear a full face protective helmet, except in Trials competition where a Trials helmet may be worn. The helmet must be properly fastened, be of a good fit, and be in good condition. The helmet must have a chin strap type 'retention system'.

The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval:

USA:	Snell M2010 or DOT FMVSS 218
Europe:	ECE 22-05 'P', 'NP' or 'J'
Japan:	JIS T 8133 : 2007



Full Face Type Helmet Trials Helmet Open Face

All helmets must be intact and no alteration must have been made to their construction. The rider may perform the following checks before taking part in practice or the race: That the helmet fits well on the rider's head, that it is not possible to slip the retention system over the chin when fully fastened and, that it is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.

It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device and that all competitors display the following information on the base of the helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card and add any pertinent information such as epilepsy, diabetes, current medications and past medical problems.

D. **Dual Sport Motorcycles**

Refer to: AMA Recreational On-Off Road Guide & Rulebook.

SECTION 2.3

OFF-ROAD MEETS

Special Note: The American Motorcyclist Association doesn't set engineering and design standards or inspect tracks used in AMA-sanctioned standard events. Participants are solely responsible for their safety at AMA-sanctioned meets and should assess their own ability to negotiate each individual track or course. Participants who doubt the competence of track officials, have concerns about the safety of the course, or their own ability to negotiate the course, or are uncertain about the condition of their vehicle, or doubt the competence of fellow competitors, should not participate and should request the return of their entry fee before competitive activity begins.

A. General Rules of the Meet

1. Every club, association, organizer, rider and all other persons participating in or connected with any meet are bound by these rules. Recognized districts must submit any supplementary rules to the AMA for approval.
2. No stylized jumping contests will be allowed before, during or after AMA-sanctioned meets without approval from the AMA.
3. No gambling is permitted at any AMA-sanctioned meet, and it is the responsibility of the organizer and referee to strictly enforce this rule.
4. Amateur riders may enter three classes per meet. See section 2.1 for youth eligibility.
5. At any meet, except sidecar events, the following applies: The machine must meet the class requirement for engine size. All classes need not be run in any given meet. However, all classes to be run must be listed on any advance advertisements. If there are five or more entries for any class, that class must be run.
6. At any meet, if there are more than five, but fewer than 12 riders in each of any two consecutive classes, these classes may be run at the same time (for separate prizes). In any advertised class with fewer than five entries, the class must be run, scored and awarded but may be combined with a similar ability or equipment class. Sidecar entries must be a minimum of six AMA members and three sidecars. ATVs and motorcycles may not race or practice on the track or course at the same time (except Hare and Hound).
7. With AMA permission, a standard meet may run in conjunction with a professional meet. At meets where spectator admission is charged, an entry fee may be charged in addition to the admission fee.
8. At meets where the organizer is supplying medical insurance for the riders, he/she may collect an additional fee for this service. The organizer must display a sign up a sign stating, RIDER MEDICAL INSURANCE TODAY, in 3-inch letters. All other meets should be recognized as not having rider medical insurance.

9. In addition to the classes described in this rule book, organizers may organize, advertise and conduct stock classes in any type of AMA competition. Stock motorcycles (as described in section 2.2) are subject to inspection, and any deviation will result in the machines being assigned to other categories or disqualified.
10. AMA Grand National-, Superbike- or Pro Expert-licensed riders aren't eligible to enter any Amateur National Championship meet (except enduro).
11. A rider who earns a national number may begin using the number immediately and until the succeeding year's event where the national number was earned.
12. Sidecar and buddy seat passengers must be carried throughout the entire meet and may not drive at any time.

B. Youth - General Rules of the Meet

WARNING: Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use motor vehicles.

1. Youth meets must be conducted according to the rules in this rulebook. Any variations are not allowed without the written permission of AMA Racing.
2. All classes to be run at a meet must be listed in advance advertising and posted in a prominent place at the entry desk. All classes advertised must be run if there are five or more riders for that class.
3. When there are fewer than five riders per class, they may be advanced to the next higher class and scored separately. If there are more than five but fewer than 10 riders in each of two consecutive classes, the two classes may be run at the same time (for separate points and trophies).
4. In classes with 10 or fewer riders, at least two trophies must be awarded. An additional trophy should be added for every five additional riders in the class. No more than five trophies need be awarded in any given class.
5. Two riders may use the same machine, provided they are entered in different classes (such as an 85cc machine ridden in the 7-11 class and 12-15 class).

C. Race Rules

1. No one except riders officially entered may ride or practice on any portion of the course the day of the meet. If a course includes public roads, a rider may travel those roads necessary to reach the starting area.
2. In enduro, hare and hound and hare scrambles meets, anyone who lays out the course, marks it or who in any way may have an unfair advantage through his involvement in organizing the meet is prohibited from competing.
3. In enduro and hare and hound meets, no competitor will practice ride or survey the course by any means at any

time prior to the start of the meet except for an official parade lap or in an official event.

4. In hare scrambles meets, riders may walk or ride bicycles on the final course prior to the start of the event. Riders may also view the scoring area.
5. The machine the rider brings to the starting line for his/her first heat or moto is considered the qualified machine for that day's meet in that class.
6. Practice or warm up is limited to the designated area identified by the organizer. Competitors riding, or allowing their machines to be ridden, outside these boundaries will be excluded from the meet.
7. A rider must be ready when called to the starting area. If not ready, he/she is allowed two minutes after the starter's call to make minor repairs. Afterward, if he/she still isn't ready, he/she is excluded from the event. Once an alternate rider has been called to the starting line by the referee, he/she won't be removed unless disqualified for some infraction. No alternate rider will be placed in an event once it has been initially started by the starter. Additionally, alternate riders may not be placed in an event that must be restarted. Any rider may ask for two minutes to make repairs, but the additional time won't prevent the disqualification of another rider who has used the two-minute limit.
8. Under no circumstances may anyone ride a machine in the wrong direction on the track. Anyone who commits this offense may be suspended for the event or for the entire meet.
9. A rider whose machine is disabled before reaching the finish line may, under his own physical power, push or carry his machine (in the direction of the track) across the finish line to receive the checkered flag. Provided he completes at least 50 percent of the number of laps as the winner, a rider who finishes in this manner will be considered as having completed the event.
10. If a rider stops for any reason during an event, he must restart without any outside assistance. However, if a rider falls, blocking the course and endangering other riders, he may receive help or have his machine pushed off the course. An attempt to help under any other situation will result in the rider's disqualification.
11. A rider leaving the course must re-enter at the same point or at the first point where he can safely do so without interfering with other riders and without gaining an advantage. Failure to do so will result in the rider being penalized a minimum of one finishing position for that event.
12. A competitor who rides in a way that endangers officials, other riders or the public will be subject to immediate disqualification from the meet by the referee.
13. Except in sidecar competition, riding in a prone position is prohibited. The penalty is disqualification.

14. Sidecar passengers must remain in the sidecar for the entire event. A fallen passenger may re-enter only at the same point where he fell and on the same lap.
15. When entering or leaving the pits, a rider must use designated entrance and exit lanes. Failure to do so may result in disqualification.
16. The referee may decide the maximum number of riders who start any event. Starting riders will be those who qualify as a result of time trials or qualifying heats. If heat races are used, a rider must start a heat to qualify for the final event.
17. The race is completed when the leader takes the checkered flag. The number of laps completed determines finishing position. A rider need not take the checkered flag to finish.

D. Flags

Flags, measuring 30 inches by 30 inches, have the following meanings:

1. GREEN: Start of race.
2. WHITE: One lap to go until finish.
3. YELLOW: Caution. When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag.
4. BLACK WITH 1-INCH WHITE BORDER: Disqualification of a rider. That rider must report to the referee at once.
5. BLUE: Indicates you are about to be overtaken by faster riders. Hold your line and don't impede their progress.
6. WHITE WITH RED CROSS: Indicates that ambulances, safety vehicles or emergency personnel are on the course. EXERCISE caution.
7. BLACK and WHITE CHECKERED: End of race. (Checks are 5 inches square.)
8. RED: Stopping of a race for any emergency situation.

E. Scoring

1. An AMA-approved scoring system must be used.
2. Each rider is entitled to examine his score or scorecard with the head scorer or referee.
3. No official announcement of race winners may be made until all checks have been examined and the head scorer approves the cards. Official results are declared final if no rider requests a recheck within a half hour after they are posted. The final results posted at the end of the 30-minute protest period may not be altered except by the AMA or the appeal process.
4. It is the rider's responsibility to ensure number legibility. If a rider appeals his score and the numbers are not properly displayed, a protest will be disallowed. There will be no exceptions to this rule.

5. If the official results cannot be posted within one hour of the race end, the time and location of the results being posted must be announced. The Referee must be available to accept protests during the 30 minute protest period.

F. Claiming

1. All sanctioned meets are claiming meets. The claiming price shall be 30 percent over manufacturer suggested retail price using the Black Book AMA Official Motorcycle Value Guide, Kelly Blue Book or NADA appraisal guide and include the complete motorcycle or minicycle. Vintage and ATV class equipment will be excluded from the claiming rule.
2. Any rider (claimant) may enter a claim for a motorcycle (or minicycle) ridden in an event in which the claimant has competed. A claim must be entered with the referee after the meet has been completed, but no later than 30 minutes afterward. The referee then notifies the owner of the claimed motorcycle and may take possession of it.
3. Cash, certified check or bank draft must accompany a claim. The owner of the claimed machine must immediately deliver it intact, along with a clear title or bill of sale.
4. If more than one claim is received for the same motorcycle, the meet referee will hold a drawing to determine the successful claimant.
5. If a rider whose motorcycle is claimed refuses to comply, he must forfeit his trophy, is disqualified from the meet and will be suspended for one year.
6. A rider may not enter a claim on his own equipment.

G. Youth Engine Classes and Age Groups

Any of the following classes may be run, but all must be run as advertised. Additional classes may be run but must first be approved by the AMA.

Class	Age requirement	Engine size	Engine type
3: Peewee	4 - 8 yrs	0cc - 51cc	2-stroke
		Oil injected	
Single-speed automatic. Maximum wheelbase 36 inches. Maximum wheel size 10 inches. Maximum seat height 22 inches.			



Seat height will be measured at the lowest part of the top of the seat. See wheelbase measurement process in Appendix 6.8.

Class	Age requirement	Engine size	Engine type
4: Peewee	4 - 8 yrs	0cc - 51cc	2-stroke
		0cc - 51cc	4-stroke
Single- or multi-speed automatic. Maximum wheelbase 38 inches. Maximum wheel size 10 inches. Maximum seat height 22 inches. No larger than 13mm round intake.			

Class	Age requirement	Engine size	Engine type
85cc	7 - 11 yrs	66cc - 85cc	2-stroke
		75cc - 125cc	4-stroke
85cc	9 - 13 yrs	66cc - 85cc	2-stroke
		75cc - 125cc	4-stroke
85cc	12 - 15 yrs	66cc - 85cc	2-stroke
		75cc - 125cc	4-stroke
Maximum front wheel 17 inches. Minimum rear wheel 12 inches. Maximum rear wheel 16 inches. Maximum wheelbase 51 inches.			

Class	Age requirement	Engine size	Engine type
65cc	7 - 11 yrs	52cc - 65cc	2-stroke
		52cc - 90cc	4-stroke
Minimum wheel size 10 inches. Maximum wheel size 14 inches. Maximum (adjusted length) wheelbase 45 inches. Maximum wheelbase must maintain manufacturer specifications.			

Class	Age requirement	Engine size	Engine type
Super mini	12 - 15 yrs	80cc - 112cc	2-stroke
		75cc - 150cc	4-stroke
Minimum wheelbase 48 inches. Minimum rear wheel 14 inches. Maximum front wheel 19 inches. Maximum wheelbase 52 inches. (Includes big wheel)			

Class	Age requirement	Engine size	Engine type
Schoolboy	12 - 15 yrs	86cc - 125cc	2-stroke
		75cc - 150cc	4-stroke

1. No "A" class riders are permitted to compete in any Schoolboy or Supermini class.
2. The use of OEM or aftermarket kits to change displacement or wheelbase will be allowed in the Schoolboy and Supermini classes only.

H. Enduro

1. An enduro is a meet in which speed isn't the determining factor and a time schedule must be maintained. It takes place on a variety of terrain, little-used roads and trails, etc. Where the course crosses private or public land, the organizer must obtain permission from the landowner or land manager. The use of an active railroad right-of-way is prohibited. However, if active railroad tracks are crossed, a mileage reset should be provided immediately after the crossing to allow any riders delayed by a train to regain lost time.

a. Definitions:

- (1) Emergency check: The same as a secret check, except that minutes and seconds are recorded and used for breaking ties.
- (2) Gas available: A gas station, or a location where a rider's own fuel is provided.
- (3) Gas stop: A place designated on the route sheet by mileage and the words "gas stop."
- (4) Known control: A timed checkpoint whose location is known to all participants.
- (5) Observation check: An unknown checkpoint where no time penalty is recorded.
- (6) Secret check: An unknown, timed checkpoint.
- (7) Timed check: Any secret check, emergency check or known control.
- (8) Start control: A timed checkpoint designating a starting or a release point. A point whose mileage and key time are listed on the route sheet. A timed check immediately preceding a start control may be located without regard to the 3-mile check separation rule, but the timed check immediately following a start control must meet the 3-mile check separation rule.

- b. No enduro may be more than 24 hours of continuous riding. In any 24-hour meet, there must be two or more scheduled stops of at least 30 minutes each.
- c. There must be at least one gas stop or gas available location for each 50 actual ground miles (33 actual ground miles for a National Enduro).
- d. The organizer is responsible for clearly and properly marking the course. Two markers shall be placed at each turn, and shall be identified by number or mileage to conform to the route sheet. At least one marker must be placed every half mile on straight stretches.
- e. Danger markers must be posted far enough ahead of hazardous conditions to allow the fastest riders enough warning to stop. The year of the meet must be indicated on each marker. A member of the promoting organization must proceed ahead of the first rider to make sure all markers are in place.

- f. An AMA member who defaces, changes or destroys markers, or who is responsible for having such damage done, will be permanently suspended from the Association. Within two weeks after the enduro, the organizer must remove all course markers.
 - g. At any enduro in which the rider carries his scorecard, the cards of trophy winners may be checked against the backup sheets. A three-person committee that includes the referee must rule on discrepancies between the scorecard and the backup sheet. At National Enduros, if there is an AMA staff member attending, he/she must be on this committee.
 - h. A rider may enter an enduro, including a National, only once.
2. Classification of Riders
- a. National Pro riders finishing in the top 15 of the preceding year's National Enduro Series are designated as Pro riders for the following year. A rider in this class is eligible for overall high-point winner and Pro trophies, but not for A class awards.
 - b. If no Pro class is run, Pro riders may compete only for the overall win. Any A rider may submit to the AMA a letter of intent indicating that he/she wants to be designated a Pro rider for the calendar year.

Class	Engine size (any type)
Solo	86cc - 100cc
Solo	101cc - 125cc
Solo	126cc - 200cc
Solo	201cc - 250cc
Solo	251cc - 500cc
Solo	501cc - unlimited
Solo	Stroke - unlimited
Sidecar	Unlimited
Buddy Seat	Unlimited
Veteran 30+	Unlimited
Senior 40+	Unlimited
Super Senior 50+	Unlimited
Masters 60+	Unlimited
Women's	Unlimited
Dual Sport	Unlimited
The Dual Sport class is for machines manufactured to meet DOT and EPA requirements. Dual Sport classes must conform to the Dual Sport requirements as found in Chapter 2, section 2.2, Equipment.	

- c. District organizations that want to establish a Pro class must submit a detailed description of proposed

rules for AMA approval. The deadline for this proposal is Dec. 15 of each year.

3. Equipment

- a. A rider may not start if any state-required equipment isn't in working order at the beginning of the meet.
- b. Motorcycles must be equipped with a U.S. Forest Service-approved spark arrester, as part of the muffler or in addition to it.

4. Program

a. General

- (1) Riders may not ride on a marked course under penalty of disqualification, except a rider competing in an event running the same course.
- (2) If there is a sidecar class, the pathfinders should cover the marked course in a sidecar.
- (3) Riders must comply with all applicable local and state laws and regulations, including speed limits. At the request of an official of the meet, a rider must show a valid driver's license. If a qualified, identified official observes a rider violating a safety regulation such as entering a public road without first stopping, the rider may be disqualified on the spot. A notice that this rule is being enforced must be posted at the start of the event. Any rider who receives a citation for a moving violation will be disqualified immediately.
- (4) The motorcycle must cover the course under its own power or by the physical energy of the rider. Towing, as well as organized repair and service (except at scheduled control rest periods), is prohibited. Violation will result in disqualification. Riders may assist one another on the course, although a rider who ceases to be a contestant may not help another rider.
- (5) A route sheet is given to all riders no less than one hour before the start. The sheet must list key time for the event, the key times for all known controls and the exact mileage and schedule in miles per hour between these controls. It also must give the exact cumulative mileage at turns and the direction of turns. The route sheet lists the mileage for any official gas stops and gas available locations.
- (6) If speed averages change during the event, the sheet must provide the exact mileage and key time for the point where the speed changes. The mileage at any point where the speed average changes is computed from the last known

mileage in whole tenths of a mile and the time is computed to a whole minute.

- (7) Starting positions must be determined by a random drawing. A separate random drawing may be used to allow placement of pre-entered C riders behind pre-entered A and B riders. At the starting time, one minute after the key time, the starter starts up to five riders each minute. If there are fewer than 100 riders in the meet, the starter sends out as many as two riders on each minute.
 - (8) Enduros use dead-engine starts.
 - (9) Riders must remain on the marked course. A rider who leaves the course may continue the meet only by re-entering the course at the same point. A marked course shall mean the following: In sight of the marking arrow, except that when traversing double marked sections the rider must remain between the markers.
 - (10) If motorcycles are sealed throughout the meet, it must be done by officials at the starting control and removed by officials at the finish control.
 - (11) If teams are recognized, they shall consist of riders who all are AMA members. A club team consists of riders who all are members of the same AMA-chartered club. Sidecar or buddy seat passengers aren't considered as team members. Team competition and the number of riders required should be noted on the official entry form. Riders may compete only on one team.
 - (12) An odometer check must be placed 2.9 miles from the start to allow riders to calibrate their odometers to the one used in laying out the course.
- b. Check Stations must display the key time and the accumulated mileage to the check. All timed check points must use a flip card.
- (1) Check stations shall use the following markers, measuring at least 18-by-18 inches with a 10-inch-high black letter:
 - (a) Known control: Yellow marker with a K.
 - (b) Observation check: White marker with a O.
 - (c) Secret check: Red and white diagonal marker with a S.

- (d) Emergency check: Green and white diagonal marker with an E.
 - (e) Start Control: Yellow and white diagonal marker with black marking "ST."
- (2) These markers designate the exact checking point. Timed emergency and secret checks are combined and display only the emergency marker. Scores are computed as though the check stations were operated separately. Emergency checks may not be combined with known controls.
 - (3) Checking time is taken the instant a motorcycle's front wheel arrives opposite the marker, or when a rider stops moving forward and is identifiable within sight of a timed check. Checkers may not leave a check station to try to identify a rider. Putting down one's foot doesn't signify the point of timing, but time is taken if a rider zigzags or paddles to stall for time.
 - (4) The finish point must be a Known Control, and if the scheduled Rest Stop or Gas Stop is also a checkpoint, it too must be a Known Control. Final scoring may be a secret check prior to the finish. Under this option, a organizer may also have an observed check at the finish point. However, these conditions must be explained on the route sheet.
 - (5) Check stations may not be more than 40 miles apart. Timed checks must be at least 3 miles apart. Timed secret or emergency checks must not be less than 2 miles before or less than 3 miles beyond a gas stop. When check stations and controls are within a town or city, they must be placed at the entrance to the municipality and located where contestants will not be needlessly delayed by traffic lights, speed limits or congestion. An observation check may be located on any part of the course.
 - (6) At all checking stations, except observation checks, there will be at least three officials. One shall act as timer and call the time of arrival or departure. One shall insert the rider's time and number on the backup sheet and one shall mark the rider's scorecards. It is the rider's responsibility to ensure that his scorecard is properly marked and that he is listed on the backup sheet. A register of riders and times (backup sheet) must be kept at all timed checking stations, and a register of riders must be kept at all observation checks. These registers are to be used in case a question on scoring arises at the end of the meet. Any rider changing entered time or entering his own time

on either the scorecard or backup sheet will be immediately disqualified.

- (7) If a timing device is discovered to be inaccurate by five or more seconds, or if any timing device fails, that check station will be considered an observation check only. If an error in mileage, time or placement of a checkpoint, scoring irregularities or course irregularities occurs, the check must not be adjusted and will be used only as an observation check. Missing an observation check is the same as leaving the course.
- (8) Mileage resets (added mileage to give riders time) are considered official route sheet mileage and this mileage may be used to place subsequent timed checks. If a reset is used at a gas stop, it must be placed at least 1/10th of a mile after the gas stop. Resets aren't used to increase the official length of the enduro. Reverse resets (mileage subtracted to make a rider late) are prohibited. The accepted standard variation for enduro mileage accuracy is no more than 0.02 mile as measured from the last known mileage. If a protest is filed on the mileage at that point, the average of three motorcycle's odometers will be used to determine the mileage in question. Preferably, the three motorcycles will include the protester's machine, the layout mileage bike and one other.
- (9) Check stations must open 30 minutes before the first rider is due, and remain in operation until one hour and 59 seconds after the last rider is due to arrive and depart. When the check station closes, the backup sheet is signed and delivered to a point designated by the referee. If the validity of a check is questioned because course markers are missing or altered, that check may be declared official if more than half the riders in contention at the preceding check reached the check in question. If because of difficult conditions an enduro has no finishers, the riders who reach the farthest time checkpoint within their time limit will be scored. If circumstances force a run to end before the finish, the last timed check station used prior to the intended end of the meet will be considered the end, and scoring will be completed at that check.
- (10) The mileage at any timed check is computed in whole tenths of a mile, and the time to that point is computed to a whole minute. A rider arriving at a timed check within the 59 seconds after the whole minute is recorded as arriving on the whole minute. Check mileage verification shall be measured from the last known mileage.

- (11) Emergency checks are used to break tie scores, and an enduro must have at least two such checkpoints. Time is taken at an emergency check in minutes and seconds, and combined total emergency points lost are used to break tie scores. When a tie continues, the emergency check closest to the end of the meet is used to break the tie. If the tie still exists, each preceding emergency check is compared until the tie is broken. If this fails to break the tie, or if the run ended prematurely before any emergency checks were reached, then the tie scores are compared to the last legal timed check station, going from latest to earliest checks, and the first rider to score better at any check (including the last) is declared winner of the tie. If a tie still exists, duplicate points will be awarded. If duplicate points are awarded because of ties, points awarded to riders placing beneath the tied riders are based on the number of riders in that class. For example, if two riders receive second place points because of a tie, the next placing rider receives fourth place points.
- (12) Emergency points are calculated from the 30-second mark of a rider's due minute. (See illustration of emergency check timing.)

Riders due minute	Arrived	Regular points lost	Emergency points lost
10:31	10:31.28	0	2
10:31	10:31.35	0	5
10:31	10:32.45	1	75
10:31	10:30.05	2	85
10:31	10:35.12	4	222

c. Scoring

- (1) Riders are scored on a points-lost system, with zero as the best score.
- (2) When a rider carries his own scorecard and loses it, 10 percent of the total points lost will be assessed with a minimum of one point, and any fractional points will be rounded off to the next highest whole number. The affected rider must be scored upon his request to the referee. If a rider doesn't have a score on his card and requests that the backup sheet be consulted, he may be assessed a penalty on the same basis as a lost score card.
- (3) A rider will be penalized one point for every minute he is late leaving the starting control. Because of traffic or other conditions, final scoring may be completed at a secret check prior to the finish control.

- (4) At a known control, a rider will be penalized one point for every minute he is late in arriving. A rider leaving a known control before his scheduled departure time will be penalized two points for each minute he is early. There is no penalty for arriving early at a known control, unless a rider is more than 15 minutes early.
- (5) A rider will be penalized two points for the first minute he is early, five points for each additional minute early and one point for each minute late arriving at a secret or emergency check, or leaving a start or start control before the riders scheduled departure time.
- (6) When a tie must be broken, a rider will be penalized one emergency point for each second early or late at an emergency check.

ILLUSTRATION OF EMERGENCY CHECKING TIMING



15 Seconds Early		Perfect Time		15 Seconds Late
15 Points Lost		0 Points Lost		15 Points Lost

In scoring at an emergency check, the rider's score is always calculated from the 30-second mark of his due minute.

- (7) No penalty is recorded at an observation check. However, at any timed checking station, if a rider is more than 15 minutes ahead of his schedule, more than one hour and 59 seconds late or has cut the course, he will be disqualified at that point. In such a case, he will be credited with the mileage to the last timed check station before being disqualified and will be eligible for awards on that basis. For purpose of clarification, more than one hour shall mean 60 minutes and 59 seconds.

5. National Enduro Championships

At Nationals, all A riders receive the following points toward the Grand National Enduro Championship.

<i>National Enduro Championship Point Schedule</i>			
<i>Finish</i>	<i>Points</i>	<i>Finish</i>	<i>Points</i>
1	30	11	10
2	25	12	9
3	21	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

- a. These points are awarded on the basis of overall finish rather than a rider's finish in his equipment classification.
- b. The points accumulated in all events in the series will decide the Overall National Enduro Champion. Class champions will be decided by the points accumulated in two less than the total number of the events in the series. Ties are broken by comparing the number of first, second, third, etc., finishes until the ties are resolved.
- c. To determine the top 20 positions it may be necessary to score riders who didn't finish the run. In such a case, the rider's finishing position is based on the number of checkpoints he/she reached and his/her score to that point. (Note: See 4 b.(8) for clarification.)
- d. Minimum mileage for a National Enduro is 65 actual ground miles.
- e. The AMA must approve markers used at Nationals.
- f. At National Enduros, speed changes are recommended but not required.
- g. Organizers of National Enduros must perform a sound test. Failure to do so will result in cancellation of the organization's application for a National the following year. Organizers may have additional tech inspection during the event (location unknown to riders), including a sound test. Machines that don't meet sound requirements will be disqualified.
- h. If any error in flip cards is discovered at a National Enduro checkpoint, the check reverts to observation status.

I. Reliability Enduro (ISDE Qualifier)

1. A Reliability Enduro is a meet designed to measure the reliability of the machine and the skill of the rider involved during the time of the event. The rules of participation will be the same as the FIM rules used in enduro competition. When public roads are used, all traffic laws, including

speed, must be observed. Anyone who receives a citation for a moving violation will be disqualified.

Definitions:

- a. **AREA:** A restricted and secure area used by the organizer to prevent access to the participant's IMPOUND machine by everyone during non-riding hours.
 - b. **WORK AREA:** A designated area where the riders may work on the machines directly adjacent to the impound area and the start area.
 - c. **TIMED CHECKS:** Selected points along the route at which a rider's progress is measured against the organizers supplied route schedule.
 - d. **OUTSIDE ASSISTANCE:** All repairs and work done on any machine must be done only by the rider entered on that machine. No one else may touch the machine with the following exceptions: the removal of caps and replenishment of air and fluids (radiator, oil, fuel and bleeding brakes). The rider may receive tools and refreshments such as clean and dry goggles, gloves, food, drinks, etc.
2. **Impound, Work Area and Start:** Machines will be impounded by the organizer as specified in the meet supplemental rules.
 - a. Each rider may claim his machine 10 minutes before his/her scheduled time of departure and may work on it during this period (see outside assistance). He/she can't start the machine prior to arrival at the starting line and his/her scheduled time of departure.
 - b. Within one minute after the starting signal has been given, the rider must have started his/her engine and ridden beyond another line 20 meters (65 feet) from the start. Failure to do this will result in a 10-point penalty.
 - c. Riders arriving more than one minute late at the starting line will be penalized by 60 points per minute. The minute in which the rider arrives at the start line will be considered as the new start time.
 3. **Time Check:** The rider's time will be taken when he arrives at the control.
 - a. Timed checks will be indicated by a white flag placed 200 meters (656 feet) and a yellow flag (time-line) placed 20 meters (65 feet) before the control table with the timing equipment. The yellow flag is the time-line. Replenishment is only allowed in the area of the official replenishment depots as marked by the organizers and at each time check between the white and yellow flags.
 - b. The clock and flip cards showing the actual time due will be placed so the cards are visible from the 20-meter line (yellow flag). A rider and his machine cannot cross the 20-meter time-line until his time

appears on the flip card. If he does pass the yellow flag he cannot go back and he must proceed into the check and be scored.

- c. Riders who arrive at a timed check more than one minute before or after their last marked time are penalized 60 points for every minute according to the time last marked on the card (marked time-starting time for the next section).
 - d. A rider may pass the final timed check at the entrance of the impound area up to 15 minutes early without penalty.
 - e. A rider may arrive late at the final control without being disqualified using the one hour late rule to work on their bike. This rule requires the rider to cross the time check line for a score no later than 59 minutes after his original scheduled time. If you are 60 minutes late after your originally scheduled time at any checkpoint, you will be disqualified.
4. Special Tests: These tests are the most critical measurement of the event. The special test shouldn't be too difficult or dangerous and prepared for this purpose. Riders aren't allowed to practice the test but may walk them to become familiar with them. It should be ridden as fast as the rider's skills allow and will be timed on a basis of one point per second while within the test area between the start and finish gates (time in to time out=total seconds).
5. Equipment:
- a. To be allowed to begin the event, every rider must have a working headlight and taillight, including a stoplight. A U.S. Forest Service-approved spark arrester may be required.
 - b. Sound tests are mandatory as described in the appendices. Mufflers may be repaired at any check. U.S. Forest Service-approved spark arresters may be required.
 - c. When the machines are first impounded, they will be checked and marked. The same marked parts must be used during the entire meet and will be checked at the final control. Parts marking will consist of marking hubs, frame (right hand side of steering head), crankcase, number plate and muffler. If a muffler must be changed, an official of the meet will mark the muffler again after performing a new sound test.
 - d. If you have engine or ignition failure, you may be eligible to re-impound. A three-person committee will rule on your eligibility. You must return immediately and directly to the start area, placing your machine in the impound/work area. Under the supervision of a designated official, you may be allowed to repair the engine or ignition failure. NO ADDITIONAL REPAIRS will be allowed (e.g. replacing tires, chains, sprockets, brakes, etc.).

- e. Riders are allowed to change unmarked parts in the work areas and at each time check between the white and yellow flags. Tubes can be replaced at any time. Tires may be changed only at the final check of the day.
 - f. Tools can be received everywhere but only the rider is allowed to work on his machine.
6. Event Scoring:
- a. Gold medals are awarded to riders whose total number of points don't exceed 10 percent of the number of points achieved by the winning rider of that class.
 - b. Silver medals are awarded to the riders whose total number of points don't exceed 40 percent of the number of points received by the first (winning) rider of that class.
 - c. Bronze medals are awarded to all other riders who finish within their original hour.
 - (1) Riders on bronze may choose not to ride the final motocross test and retain their medal level. The rider must let the special test officials know of this decision when he/she arrives at the final test.
 - (2) Special test points: Motocross, Grass Track, etc., one second = one point
 - d. Penalties:
 - (1) Starting later than original schedule time: 60 points per minute late.
 - (2) Early arrival at a time check: 60 points per minute.
 - (3) Late arrival at a time check: 60 points per minute late.
 - (4) Stopping between yellow flag and control table at time check: 60 points.
 - e. Exclusion:
 - (1) Smoking in parc ferme or work area.
 - (2) Missing any marked parts.
 - (3) Starting engine in parc ferme, work area or starting enclosure before signal is given.
 - (4) Replenishment outside official areas or carrying fuel outside the fuel tank.
 - (5) Accepting outside assistance.
 - (6) Unauthorized communication with accompanying person.
 - (7) Being accompanied by another rider.

- (8) Riding outside the route, riding in the wrong direction, not observing the marked route.
- (9) Not observing traffic regulations, receiving a moving traffic violation citation.
- (10) Not handing in the time card at the finish of the day's run, altering or using another card.
- (11) Late arrival at a time check exceeding 60 minutes from original scheduled arrival time.
- (12) Missing a time check or route check.
- (13) Practicing on the course or special test.
- (14) Greater engine capacity than stated on the entry form.

7. ISDE Team Selection Procedures:

A letter of intent and fee are required from each rider who wishes to qualify for the USA Team. The letter and fee must be received prior to the first qualifier entered by the rider.

- a. Riders are to be selected based on the qualifying process established by AMA staff and the recommendations of the ISDE Board.
 - b. The qualifying process will be available from the AMA and will be posted at www.AmericanMotorcyclist.com > Racing each year at the beginning of the season.
 - c. The number of riders selected for the ISDE team will be limited as set forth in the qualifying process and the limit of entries established by the organizer of the ISDE.
8. Riders may alter the cc displacement to move up or down for the ISDE and qualifiers.
9. IMPORTANT! Ecology tires won't be required for qualifiers. However, knobby height will be limited to 13mm at the ISDE.

J. Closed Course Enduro

A closed course enduro follows the rules for enduros with the following exceptions:

- 1. The course is three or more miles long and is covered two or more times by the rider.
- 2. No two-way travel by contestants is permitted anywhere on the course.
- 3. All checks will be timed as secret checks, including the final check of each lap.
- 4. All checks must be at least one mile apart. Checkers remain in the same position for each lap.
- 5. To avoid an abundance of tie scores, the schedule set by the organizer should be maintainable only by the best riders.

6. Ties are broken with an emergency check (see enduro rules for definition). One of the checks must be designated as an emergency check for the first lap only.

K. Hare and Hound

1. A hare and hound is held on a marked course over natural terrain. Unlike an enduro, no time schedule is used. The course may be laid out as a point-to-point event, or run on at least two loops (with the majority of each loop used only once). Each loop must be at least 30 miles in length. In either case, the total distance covered must be at least 60 miles.
 - a. Starts shall have a bomb run (mass start) of no less than 500 meters in length, open to practice within one hour of the official start time. Dead engine starts are used with a one-minute banner or flag before the start.
 - b. Course markings must be no more than 200 yards apart, except on straightaways, where markers must appear at least every half mile. Markers must be placed before and after corners. If lime is used to mark the course, there must be no more than one mark before and after the turn.
 - c. An AMA member who removes, destroys or changes course markers (or is responsible for having someone else do so) will be permanently suspended from the Association.
 - d. Any number of checkpoints are set up where the rider must stop to have his/her number recorded. All checks are marked with a visible, 2-foot-square sign showing the number of the check. Checks open shortly after the start of the race and remain open two hours after the first rider passes or until the follow-up crew arrives.
 - (1) A rider who misses a check will be disqualified.
 - (2) A disputed checkpoint will remain if at least 75 percent of the riders recorded at the next following check also were recorded at the contested check.
 - e. A follow-up crew will cover the course after the event to take riders whose machines are disabled to the finish or the nearest checkpoint accessible by car.
 - f. A course 80-miles long must have at least one checkpoint with gas available. Longer courses must have a gas check for each 50 miles.
 - g. If there is a sidecar or ATV class, the pathfinders should cover the entire distance for these classes with a sidecar or ATV. The mileage for sidecar and ATV classes may be shortened by advertising the proposed distance.

2. Events run the following classes, although not all classes need to be run if advertised in advance.

Class	Engine size or age
1	86cc - 100cc
2	101cc - 125cc
3	126cc - 200cc
4	201cc - 250cc
5	251cc - Open
6	Veteran (30 yrs. and older)
7	Senior (40 yrs. and older)
8	Super Senior (50 yrs. and older)
9	Masters (60+ yrs)
10	Women (86cc - open)
11	ATV

3. Riders must comply with local laws and regulations as outlined on the entry blank.
4. The points accumulated in all events held in the series will decide the Overall National Hare and Hound Championship. Class champions will be decided by the points accumulated in one less than the total number of the events in the series. Ties are broken by comparing the number of first, second, third, etc., finishes until the ties are resolved.

L. Hare Scrambles

1. A hare scramble is conducted on a closed course, using trails and paths over natural terrain. The course should be between 2 1/2- and 40-miles long. For the Pee Wee and Youth classes the length can be at the organizer's discretion. Arrows may be used to direct competitors on the proper route when the terrain doesn't clearly dictate direction.
2. Unless otherwise instructed at the riders meeting, riders must not ride more than 20 feet from the course marking arrows. If two arrows are positioned on each side of the route, riders must remain between the arrows.
3. The meet may run a designated number of laps or for a specified amount of time. The organizer, however, must specify the format in all advance advertising and at the riders meeting.
4. No combination of ATVs, minicycles or motorcycles may be run at the same time on the same course.
5. Gas checks aren't required.
6. Along with the checkpoint at the start/finish line, the organizer must use a roll check as a backup.
7. Starts
 - a. Starts may be live- or dead-engine starts at the organizer's option.

- b. Each class should be started separately. Classes with fewer than five entries may start together, but must be scored separately.
 - c. Mass starts may be used only when the starting area is large enough.
8. Scoring
- a. If necessary, due to the length or layout of the course, observation checks may be set up to discourage course cutting. Experienced checkers, to avoid bottlenecks at checkpoints, should staff such checks.
 - b. Unless instructed otherwise by the referee, all riders must come to a stop at the scoring station. This should be stressed at the riders meeting.
 - c. Separate scoring lanes should be set up using barrels, banners, etc.
 - (1) By posting color-coded signs for class and displacement categories, riders can easily identify their proper scoring lane.
 - (2) Lanes should be set up so riders pull in to the right of the barrel or banner, with scorers on the left. This allows scorers to quickly and easily see and record the number on the left side of the rider's helmet.
 - d. A rider must finish the event to be eligible for awards and points. To finish, a rider needs to complete at least 50 percent as many laps as the winner of his/her class. It's not necessary to take the checkered flag to finish. If the class winner turns an odd number of laps, the total will be rounded down to determine finishers. Example: If the winner turns nine laps, all riders completing four or more laps will be scored.
 - e. Once the checkered flag is displayed, riders are given a reasonable amount of time to complete their final lap. The amount of time varies, depending on the length of the course, but that time must be: a) displayed in full view at rider registration, or b) on display or announced at the riders meeting, or c) announced at the start line prior to the start of each race.
 - f. Overall scoring is based on elapsed time from start to finish, with all eligible riders competing at the same time on the same course. A rider's finishing time is recorded to the nearest second.
9. When conditions permit, organizers may run studded tire classes. Studded tire classes must conform to Section 3.3 of the Ice Race rules or Trelleborg-type studded tires. Hare scrambles meets run the following classes, though not all classes must be run if advertised in advance.

Class	Engine Size
1	86cc - 200cc
2	201cc - 250cc
3	251cc - Open
4	Women's (86cc - Open)
5	Veteran (30 yrs. and over)
6	Senior (40 yrs. and over)
7	Super Senior (50 yrs. and over)

10. Team Hare scrambles riders aren't subject to advancement.

M. Observed Trials

1. An observed trials is a test of balance and control on a motorcycle that emphasizes the rider's skill and ability to control the bike in a technically challenging off-road environment. The competition takes place on a course made up of a series of observed sections. Each section along the course contains obstacles to challenge the rider such as turns, hills, rocks and logs within the boundaries of the marked section. At each section an "observer" or course official judges the ride and assigns penalty marks for infractions such as "footing" for balance or other failures to successfully negotiate the obstacles in that section. Although the competition typically has a time limit, it isn't a test of speed.
2. Course Requirements: The course layout and marking is the responsibility of a person designated as the "Clerk of the Course" who may be assisted by other course marshals. The clerk should endeavor to establish a course that will be fun and challenging for all skill levels and doesn't have impossible obstacles or extreme hazards. It's especially important that beginner or novice riders enjoy a competition that isn't excessively difficult or discouraging.
 - a. The Loop: The "loop" or trail, which composes the course's connecting sections, must be clearly marked and riders must follow the course in a single direction. There must be no riding backwards on the loop.
 - b. The Sections: Each observed section must be marked by a pair of each "Section Start" and "Section End" signs that clearly delineate a gate comprising the beginning and end of the section. Each gate has a minimum width of four feet.
 - c. Section Boundaries: Each section shall be bounded by natural obstacles and strong, easily visible waterproof tape (such as surveyor's tape) securely fastened to stakes or trees. The tape should be at a minimum height of 4 inches and a maximum height of 12 inches.
 - d. Class Gates: Interior gates within the section may be marked to reduce the width of a section or to define the different routes for riders competing at different skill levels. Each gate has a minimum width of 4 feet. A rider must pass through the gates of his/her class in the marked direction only. If a rider passes in either

direction, between the gates of another class, it will be considered a failure.

- e. **Observer Position:** The section layout should be such that the observer can be in a position to clearly see the entire section from a position near the end gate.
 - f. **Riding the Course:** The number of observed sections and the number of laps are announced before the meet begins. If a time limit is to be enforced, this must be announced and the penalties associated with failure to finish on time must be indicated. Riders must ride the sections in numerical order, and a section may be attempted just once per lap. Riders are responsible for their own scorecard, and must carry their scorecard and present it to the section observer for marking at the completion of their ride in that section. Any sections not marked on the scorecard are considered missed sections. If the missed sections exceed 10 percent of the designated rides, the rider will be considered a non-finisher. In some trials, the clerk of the course may designate a “shotgun start” in which riders in different classes start at different sections in order to spread out the riders at the start.
 - g. **Section Inspection and Practice:** Riders may inspect the sections by walking the section prior to riding, but may not practice in the sections and may not alter the section by moving rocks or other obstacles.
3. **Motorcycle Requirements**
 - a. **Motorcycle:** The motorcycle may typically be of any engine displacement, except in youth or specially designated classes where the engine size may be limited. The motorcycle must be rear wheel drive only and be equipped with a working engine kill switch, working brakes, ball ends on all handlebar-mounted levers, and a number plate designating the rider's class in 3-inch minimum letters. As an alternative to a number plate, rider bibs or other systems may be used to identify the rider's class to the section observers.
 - b. **Tires:** The motorcycle must be equipped with trials-type tires having rectangular tread blocks with the sides parallel to, or at right angles to, the tire axis. The space across the tread can't extend completely across the tire at right angles to the wall of the tire without interruption by a block. Tire width may not exceed 4.5 inches, tread depth may not exceed a half inch, and the space between the blocks may not exceed 3/8ths inch across the tire or a half inch in a circumferential direction.
 - c. **Trailbike class:** An exception may be made for tires in a specially designated “trailbike” class, which may be included as an entry-level class for non-trials motorcycles.
 4. **Scoring:** The scoring method outlined below is the standard method of scoring used in AMA-sanctioned trials

and is consistent with the scoring rules used in the national and World Championship events, although simplified to eliminate time limits in the section and other requirements specifically associated with high levels of competition. Supplemental rules specifically for the national championship are available at www.americanmotorcyclist.com > Racing.

- a. **Sections and Observers:** The rider will be scored only within the observed sections. Scoring begins when the rider's front axle passes through the start gate and ends when the front axle passes through the end gate. The rider must have a number plate clearly indicating the class to be ridden within the section, or announce to the observer the class to be ridden. The rider must enter the section only after receiving a signal from the observer. The observer shall show a raised, balled fist and announce "rider" in a loud voice to authorize a rider to enter the section. A rider may choose not to attempt a section and have the observer mark his scorecard with five points corresponding to a failure.

- b. **Section Penalties:** Penalties are assessed by the observer in each section as follows:

Faults	Points
1 fault	1 point
2 faults	2 points
More than 2 faults	3 points
Failure	5 points

- c. **Definition of a Fault:** A fault is defined as each contact of any part of the rider or his machine (with the exception of the tires, footrest, and engine skidplate) with the ground or an obstacle (tree, rock, etc.). Contact of a foot with the ground is often referred to as "footing."
- d. **Definition of a Failure:** A failure is defined by one of the following:
- (1) The machine is moving backwards.
 - (2) The machine touches the ground with either tire outside a boundary.
 - (3) The rider or machine breaks, displaces or rides over or above a marker or marker support with either wheel while in the section.
 - (4) The rider dismounts from the machine and has both feet on the ground on the same side or behind the axle of the back wheel of the machine.
 - (5) The rider doesn't have both hands on the handlebar during a fault, while stationary.
 - (6) The rider receives outside assistance.
 - (7) The engine stops while the machine is without forward motion and the rider is leaning or footing

- or any part of the machine, with the exception of the tires, touches the ground.
- (8) The handlebar of the motorcycle touches the ground.
 - (9) The motorcycle does a complete loop, crossing its own track with both wheels.
- e. Additional Penalties: Missing a section: 10 points.
 - f. Obstruction or Balk: If, while riding a section, a rider is hindered by the presence of another person standing in the section, the rider may request that the observer permit a re-ride of the section. Any penalties incurred prior to the hindrance are retained.
 - g. Protests: A rider may protest a score in a section by making a specific protest in writing to the clerk of the course within 10 minutes after the end of the event. The clerk of the course will decide on the merits of the protest after conferring with the observer in question. A rider may not protest another rider's score. Decisions of the clerk of the course are final.
 - h. Overall Scoring and Ties: In each class, the order of finish is determined by the low score. In the event of ties, the rider with the lowest score on observation (independent of any time penalties, if those are used) will prevail. If the riders are tied on observation, the rider with the most cleans will prevail, and if still tied then the rider prevails who has most ones, twos, or threes, in succession. If riders are tied on all points, then the rider prevails who rode farthest into the trial before the first one, or two, three, etc. If still tied on all points, the clerk of the course will organize a "ride-off" in which a special section is designated and the riders ride one time each in turn, repeating the process until one rider has a lower score. A coin flip will be used to determine which rider goes first in the ride-off.
 - i. Alternative Scoring: Some clubs may choose to utilize an alternative scoring system at some events. Alternative scoring rules should be announced and clearly explained prior to the competition. Some examples are:
 - (1) No-stop rules: This system is often used with vintage trials or classic "English" trials, and requires that the machine maintains constant forward motion without stopping, under penalty of failure.
 - (2) Indoor rules: This system is popular with "indoor" or stadium trials that include manmade obstacles of various types such as pipes, timber structures, inverted dumpsters, car bodies, teeter-totter planks, etc. Typical indoor rules allow the rider to move the machine backwards. The rider may also be required to ride several sections continuously with additional penalties for exceeding a specific time limit. Indoor stadium trials sometimes include a side-by-side

race over a series of obstacles with the loser receiving additional penalty points.

- (3) Gate Trials: This system incorporates a series of gates within each section with points associated with each gate. Gates with more difficult obstacles are given a greater point value. The object is to ride the section clean (no faults or failures) while passing through as many gates as the rider is capable of riding. No gate is required for passage—all are optional. The rider accumulates points for all the gates successfully attempted in each section, so long as the section is ridden cleanly from start to end. Any fault or failure within the section results in 0 points for the rider in that section. This system also works well as a team competition, with riders in each team accumulating points for the team with successful rides.

5. Trials Meets: Clubs and Rider Classification

- a. An AMA-sanctioned club will organize a trial competition. Each club may add supplemental rules and rider classifications according to local interests. To promote similar rider classes across the United States, the following skill levels are recommended:
 - (1) AA: The highest skill level classification at the local club level, comparable to the Expert level at the national championship competitions. Some clubs may use a designation as “Master” or “Champ” and use this class to determine a club champion for an annual series. Some clubs may not have a competition class at this high level and may use the next lower class to determine a club champion.
 - (2) A: A rider at this skill level can readily compete in the national support classes. The rider should have skills at maneuvering the bike by hopping, climbing undercut rock ledges, lofting the front end for “wheelie drops” and other similar techniques that demonstrate expertise in the sport. Often referred as “Expert” skill level.
 - (3) B: A rider at this skill level is competent to participate in the national support classes. The rider should have skills to include an ability to precisely place the front wheel so as to negotiate obstacles at an angle to the path, even on a steep descent. Often referred to as an “Advanced” skill level.
 - (4) C: A rider at this skill level is competent to negotiate steep hills and off-camber turns, can use “un-weighting” techniques to clear logs higher than the skid plate, and can climb obstacles of a moderate height so long as a steep drop-off doesn't immediately follow. Often referred to as an “Intermediate” or “Sportsman” or “Clubman” skill level.

- (5) D: A rider at this skill level has the ability to attempt the most basic obstacles including logs, rocky terrain, hills of moderate difficulty, and tight turns. Most riders at this level can overcome logs or small rock ledges by lofting the front of the bike but can't precisely place the front wheel. Sometimes referred to as an "Intermediate" or "Amateur" skill level.
 - (6) E: A novice-level rider at the entry level to the sport. Obstacles should be small and generally capable of being ridden over without the ability to loft the front wheel. The emphasis for section layout for this level rider should be on basic turns, simple hills and cambers, and control of the bike. Generally referred to as "Novice" skill level.
 - (7) Youth or Beginner: To promote the sport to young riders, it's desirable to have some very simple sections available that can be ridden by beginning riders on small-wheeled bikes. Many clubs have youth sections that are on a totally separate and easy loop from the regular trial loop.
 - (8) Other Classifications: Some clubs may include classes specifically for riders of a certain minimum age, or for vintage machines of a certain period.
- b. Annual Club Championship Series: To promote a season-long club championship, it's common to have a series of competitions with championship points accumulated in each rider class. The points system outlined below is consistent with the national series for support classes and is recommended for AMA club championships:

Ranking of riders is determined by counting their best rides in the competitions represented by half the total number of events plus one. For example, in a 12-round series the best seven rides would count. For an odd number, round down (e.g. best six rides of an 11 round series).

Championship points are awarded as follows:

Position	Points
1	30
2	25
3	21
4	18
5	16
6-20	Decreases 1 point per position
21-29	Decreases 0.1 point per position
30-39	Decreases 0.01 point per position

- c. Club Work Rules: It is recommended that clubs include some means of encouraging club members to host events or to work as observers at select events

to help promote events. This not only helps clubs to have well-organized events, but also helps to encourage club members to participate in the organization and activities of the club. It may be required that each rider competing in the championship series help to organize and observe at least one or more event during the season. Some clubs use a system of awarding bonus points as an incentive for members to observe competition events.

- d. **Alternative Systems for Observing and Event Organization:** Many small clubs or local groups have alternative methods for organizing a competition and observing.
 - (1) **Morning/Afternoon riding:** Some clubs break up the groups into morning and afternoon sessions, with some rider classes observing in the morning and riding in the afternoon and vice versa.
 - (2) **Group scoring.** Some clubs may break into traveling groups of one or more riding classes who ride together with an individual observer accompanying the group to score all the riders in the group.
 - (3) **Peer scoring.** Small clubs may ride in one or more groups, with the riders of each group scoring each other.
- e. **Non-competitive Trials Meets:** Motorcycle trials offers a great opportunity for non-competitive events to include riding for fun, practice and social activities. A trials “fun ride” may include designated practice areas with participants offering coaching in riding techniques and practice in specific skills areas. Adventure rides can also be organized, as trials motorcycles are particularly suited to exploring trails in steep, rocky or very technical terrain, and trials tires are easy on the land.

SECTION 2.4 OFF-ROAD PROMOTION POINT CHART

OFF-ROAD PROMOTION POINT CHART (15% OF CLASS)

Number of Riders in Class	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
1	1																															
2	1	2																														
3	1	2	3																													
4	1	2	3	4																												
5	1	2	3	4	5																											
6	1	2	3	4	5	6																										
7	1	2	3	4	5	6	7																									
8	1	2	3	4	5	6	7	8																								
9	1	2	3	4	5	6	7	8	9																							
10	1	2	3	4	5	6	7	8	9	10																						
11	1	2	3	4	5	6	7	8	9	10	11																					
12	1	2	3	4	5	6	7	8	9	10	11	12																				
13	1	2	3	4	5	6	7	8	9	10	11	12	13																			
14	1	2	3	4	5	6	7	8	9	10	11	12	13	14																		
15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15																	
16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16																
17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17															
18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18														
19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19													
20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20												
21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21											
22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22										
23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23									
24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24								
25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25							
26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26						
27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27					
28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28				
29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29			
30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

Example: Combine all B or C classes and then assign promotion points to the top 15% of the riders based on the Off-Road Promotion Points Chart.

SECTION 2.5

VINTAGE HARE SCRAMBLES

A. Equipment

1. Minicycles are not permitted regardless of displacement.
2. Like Design definition: Frames, swingarms, suspension and forks must be of period design and materials (for Vintage and Post Vintage). Any design not clearly documented as period design must be submitted for written approval by AMA Racing at least 30 days prior to competition.

B. Classes

1. Vintage classes will include machines originally sold as 1974 and earlier (and like design) models.
2. Post-Vintage classes will include machines originally sold as 1975-1982 (and like design) models.
3. Modern classes will include machines originally sold as 1983-1996 (and like design) models.
4. The following classes will be recognized in both Vintage and Post-Vintage classes:

Class	Engine Size
1	86cc-200cc
2	201cc-250cc
3	251cc-Open
4	Vet 30+ Open
5	Senior 40+ Open
6	Super Senior 50+
7	Masters 60+ Open
8	Women's Open
9	Novice Open

5. The following classes will be recognized as Modern classes:

Class	Engine Size
1	86cc-200cc
2	201cc-Open
3	Women's Open
4	Novice Open

6. Novice classes will include all beginner level riders on any eligible motorcycle within the Vintage, Post Vintage and Modern classes.
7. Hare Scrambles will starts will be with the engine running, transmission in neutral and clutch hand on helmet.

SECTION 2.6

VINTAGE OBSERVED TRIALS

A. General

An Observed Trials is a meet conducted over a course including natural hazards such as mud, rocks, water, etc., and consists of any number of observed sections that must be clearly marked to a width of not less than 3 ½ feet. Wherever possible, it is suggested that natural boundaries, such as tree rows or creek bed banks, be used rather than tapes. Marker flags may be used to designate "gates" through which the riders must pass. The object of this contest is for the rider to conduct his or her machine through the various sections in their proper order, while incurring the minimum loss of points.

B. Course Requirements

1. The course must neither contain impossible turns, ascents or descents, nor be too hazardous.
2. No section shall be included in the Trial that has not been test-ridden a minimum of three times by either the Referee or his designee to determine that deterioration or weather changes will not render the section dangerous to rider or machine.
3. Each observed section must have "Section Start" and "Section End" signs in their respective positions. There shall also be a section number at the beginning of each section on or next to one of the markers. These markers should be placed at least 4 feet apart and square to the path of the section where practical. Outside boundaries are to be marked with red ribbon on the right and blue ribbon on the left. If the entire outer boundary of the section is completely marked with ribbon then any color ribbon may be used. Split marking or ribbon within the section should be yellow or a color different than the outer boundaries.
4. The number of observed sections and number of laps must be announced before the start of the meet. No observed section may be deleted until each competitor has had a try at the section or no scores will be recorded for that section. No section may be closed, altered or deleted without the express consent of the course marshal (Referee).
5. The checking official at each observed section must be stationed so that the entire section is plainly visible. If the character of the section is such that more than one checker is required, penalties will be called to the checker at the finish of the section. At the finish of the section, the rider shall acknowledge his score or be otherwise responsible.

6. Scoring shall start when the front axle passes the start markers, and shall end when the front axle passes the finish markers. (Front axle in; front axle out.)
7. Sections are to be separately numbered and riders are instructed to ride them in that designated order only. No observed section may be ridden more than once per lap of the course. Competitors will ride only their designated sections. Practice in any of the sections before or during the event is strictly prohibited and will result in disqualification. Sections may be inspected on foot prior to riding. No rider may alter the course while walking the section, such as moving rocks, making a path with feet, hands, etc.

C. Equipment and Classification

1. All motorcycles are required to be fitted with adequate mufflers or silencers and U.S. Forest Service-approved spark arresters, as required at certain events.
2. A number plate bearing the rider's designated line is required and must be fitted to the front of the motorcycle. The letter must be at least 3 inches high.
3. Events are to be run with regard to classes as specified in Section 4 of these supplemental rules. Riders may be further divided according to ability: Expert, Intermediate, Clubman and Novice.
4. All motorcycles must use a trials universal-type tire not exceeding 4.00 inches cross-section.

D. Classes and Ability Level

1. Vintage Hardtail: Any non-swingarm motorcycle with a separate engine and gearbox.
2. Vintage: 1968 and earlier motorcycle with pre-unit (separate engine and gearbox) and unit construction bikes allowed. Includes like design motorcycles. This class includes Pre 1973 British and European 4-stroke machines.

Class	Engine Size
Vintage Lights	0 to 299cc
Vintage Open	300cc and larger

3. Vintage Old School: Any OEM 4-speed (as manufactured) motorcycle in original OEM frame or any kit-framed two-stroke motorcycle. Kit framed machines include Dalesman, Saracen, and Penton and similar trials machines that used engines not manufactured by the motorcycle manufacturer. This class will generally include machines made from 1969 to 1972, excluding the Spanish 5 speed machines which fit in the Vintage Factory class.

4. Vintage Factory: All OEM unit constructed bikes up to and including 1979 model year. All motorcycles originally manufactured with twin-shocks, drum brakes and air-cooled engine may compete in this class.
5. Twin Shock: All OEM trials motorcycles model year 1980 and newer as originally manufactured with twin shocks, drum brakes and air-cooled engines.
6. Modern: All motorcycles that have any or all of the following design characteristics; liquid cooled engine, one or more disc brakes, or a single rear shock absorber.
7. Novice: All novice skill level riders, riding Vintage Hardtail, Vintage, Vintage Old School, Vintage Factory, Twin Shock and Modern class motorcycles.

Lines by Class/Ability Level

Class	Expert	Intermediate	Clubman
Vintage Hardtail	D	H	
Vintage Open	C	D	
Vintage Lights	B	C	
Vintage Old School	A	B	C
Vintage Factory	A	B	C
Twin Shock	A	B	C
Modern	EX	A	B
Novice	Class for new riders. Any AMA Vintage class bike is eligible, riding the D Line. Twin Shock and Modern class bikes will ride the C line.		

Lines (most difficult to less difficult) EX, A, B, C, D & H

E. Scoring

1. Scoring will be based on points lost (marks) system listed below:

ERROR	POINT LOSS (Marks)
None (clean section)	0
1 dab	1
2 dabs	2
3 or more dabs (footing)	3
Failure	5
Failure to report to a checker	10

2. Definitions
 - a. Clean Section: No error incurring any point loss
 - b. Dab: Any intentional contact between the rider's foot (or any other part of his or her body) and supporting surface or object.

- c. Footing: More than two (2) dabs, dragging a foot or padding with both feet.
- d. Failure:
 - (1) Out of bounds: Competitors may ride where they choose, where boundaries are not marked or stated, but may not cross their own tracks except where required or permitted by the trials master (Referee).
 - (2) Stop: A complete, unquestionable loss of forward motion.
 - (3) Displacement of markers: Any disturbance of markers requiring that they be reset.
 - (4) Dismounting: Both feet on same side of or behind the motorcycle.
 - (5) Section not attempted: Failing to ride the section or not riding the section in the proper sequence.
- 3. All blank or unmarked spaces on the scorecard for designated sections will be considered a non-attempt. It is the responsibility of the rider to see that his or her scorecard is complete or duly marked and turned in on time.
- 4. A rider shall be penalized only for that error committed that carries the greatest number of penalty points. Penalties in any given observed section shall not be cumulative, except for the first 3 dabs.
- 5. In case of tie scores, the competitor with the most cleans will be declared the winner. If there is still a tie, the one with the most 1^{sts} will be declared the winner; and so on (2^{nds}, 3^{rds}, 5^{ths}). If the scores are still tied, the rider who took their first point last is the winner. If the first point taken is the same section for both riders, the older competitor is declared the winner.
- 6. An event time limit will be specified at the riders' meeting prior to the start of the event. The time limit is usually 4 to 5 hours, based upon the number of riders and section difficulty. The time limit, once set, will not be changed once the event starts. At the specified event ending time only riders waiting to ride a section may ride the section, after which the section will close and no other riders will be scored on that section.

Riders will receive a score of five (5) for all un-ridden sections, if at least 25% of sections have been attempted. A rider's score card must be turned in at the lap check by the time the Clerk of the Course has completed a last check of the loop. The Clerk of the Course will collect score cards from any riders on the course and turn them in at the lap check.

Chapter 3

TRACK RACING

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Questions regarding the Track Racing section of the rulebook should be directed to trackracing@ama-cycle.org.

SECTION 3.1

TRACK RACING RIDERS AND ELIGIBILITY

Special Note: Participants are solely responsible for their safety. AMA Competition and ATVA Memberships are interchangeable.

A. General

1. All riders in AMA/ATVA-sanctioned competition are required to be AMA or ATVA members **or have an AMA issued one event pass**. AMA associate members can't participate in AMA-sanctioned competition.
2. **Recognized district organizations and competition partners may require an additional membership in AMA/ATVA sanctioned meets they manage.**
3. **The AMA does not require that a recognized district partner recognize the memberships offered from other recognized districts or competition partners. Any such arrangements shall be by mutual agreement between affected organizations.**
4. Entry fees can be altered at the organizer's discretion for riders without specific series or event memberships.
5. AMA-chartered clubs or organizers may collect a contestant's AMA membership card when they sign in and return the card at the end of the meet.
6. The minimum age for amateur riders is 12. In all off-road events, a rider must be 14 or older to ride motorcycles above 250cc. The age of the rider is determined as of the date of the event, except in youth competition.
7. Standard meets are open to all qualified AMA members without regard to the gender of the entrant.
8. Recognized, non-recognized districts, **competition partners, organizers or series that require supplementary regulations** must submit any supplementary regulations to the AMA for approval prior to the first event of the year. Failure to do so may result in permanent loss of sanction. Supplemental rules must include any class structure not included in the AMA rulebook and won't include district or series information and district policies. Supplemental regulations must be submitted for approval for any deviation from the AMA regulations.
9. At any meet, only A class riders (the highest rider classification) may compete for cash prizes. Any rider receiving a cash prize will be considered an A rider. Contingency is not considered a cash prize.
10. No rider under the legal age of majority in the state in which the meet takes place may compete without the written consent (signature on liability releases and entry forms) of his/her parents or legal guardians present at the meet. An authorized adult acting on behalf of the parents or legal guardians must provide a notarized statement indicating they have been given the authority by the parent or legal guardian to be responsible for the minor during the

meet. All releases and notarized statements must be forwarded to the AMA with the referee report and/or injury report. The parents, legal guardians or authorized adult must remain present while the AMA member he/she is responsible for is at the meet.

11. All race personnel, officials, riders, mechanics, photographers and anyone associated with riders must not consume or be under the influence of intoxicants or drugs that could affect their normal mental or physical ability. Failure to comply may result in disqualification of the rider and/or a fine. Besides affecting the safety of the meet, any such use is inconsistent with the concept of good sportsmanship and is harmful to the sport of motorcycling.
12. Riders and/or family and pit crew who direct foul and abusive language to an official of the sponsoring club, organizer, AMA official or district official are subject to disqualification for the entire meet.
13. Each rider is responsible for the actions of his/her family and pit crew, and any detrimental action by these individuals puts the rider at risk of disqualification.
14. All riders and other race personnel must assess for themselves the track, facilities, existing conditions and other matters relating to safety. The AMA can't and doesn't supervise any competition. All riders and race personnel must rely on their own judgment and assume all risks of participating in competition in any manner.
15. AMA Pro Racing Flat Track-licensed riders or any riders holding a professional racing license from another country are eligible to compete in amateur competition and are eligible for the cash awards (purse) from the event, but not eligible for district points. AMA Pro Racing Flat Track-licensed riders, or any riders holding a professional racing license from another country, must wait one full year after their professional license expires to be eligible for Amateur National competition or year-end district awards. An AMA appeal process is available. Any rider holding a professional license is NOT eligible to race in any amateur class except the A class. In a case where organizers are running a Sportsman A/B class, there are to be no Pro riders eligible due to the fact that B riders are entered.

Any rider holding a current professional racing license shall not be permitted to enter an age class at amateur competition.

16. Any member subject to disciplinary action by AMA Pro Racing, including a permanent revocation and loss of licensure to engage in professional competition, shall be ineligible to participate in any AMA-sanctioned amateur competition.
17. All riders and motorcycles participating in any AMA Amateur-sanctioned meet will comply with the Amateur Rule Book.
18. The rider must be able to control his/her motorcycle at all times, and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting, and putting one or

both feet on the ground. The referee has the authority to disqualify a rider who can't safely control his/her motorcycle.

B. Riders and Classifications

- 1. Riders are responsible to enter only classes in which they are eligible. See Chapter 5 for the penalty.
- 2. The AMA, on the basis of participation and achievement in District-level competition, shall classify riders unless otherwise provided by AMA rules. Rider classification shall be as follows:

Classification	Description
A	The highest classification
B	The classification preceding A
C	The classification preceding B
Additional entry-level classifications based on the amount of rider participation at the district level in any particular district at any meet may establish classifications based on circumstances.	

- 3. Participation in, or advancement to, a higher class in any AMA or non-AMA activity by any rider will result in permanent advancement to that higher class (in like activity) in all AMA-sanctioned competition. (Like activity=TT to TT or Dirt track to Dirt track, etc.)
- 4. If a rider believes he/she isn't capable of competing as the higher-class rider, he/she may appeal (once per district season) in writing to his/her recognized district. Each case will be considered individually at a regular meeting of the district or regional organization. When the AMA is notified of the decision in writing, with a copy to the rider, the change in classification will become official. Appeals from riders without a recognized district organization will be considered by the AMA staff.
 - a. Riders returned to a lower class are only those who officials consider completely non-competitive in the class they are leaving and who won't dominate the class they are returning to.
 - b. A rider may return to a lower class only once.
 - c. A rider returning to competition after several years must request to be reverted as explained above and can't move back a class automatically or without AMA or district permission.
 - d. Failure to comply will result in suspension or other disciplinary action.
- 5. Riders between the ages of 12 and 14 riding the B class shall not be forced into the A class, regardless of how many B races or advancement points he/she has. Riders in this age group may advance based on their own ability/competence.

6. ATV & Motorcycle Rider classifications are not considered the same. Riders must achieve their classification in each separately.

C. Entries

1. Contestants must sign all entry blanks in ink. A organizer may refuse the entry of a rider who hasn't made arrangements to pay medical bills or ambulance bills incurred as a result of injuries at a previous meet sponsored by that organizer.
2. No more than one engine number can appear on an entry blank.
3. Organizers may establish advanced entry closing dates. Organizers may establish post entries with higher entry fees. In any case, the conditions of entry must appear in all advertisements.
4. Entrants may be removed from a meet for breaking any rules of conduct. Organizers and districts can't issue suspension of AMA competition privileges.
5. If youth and amateur events are being run on the same day at the same location, no youth entrant would be eligible to enter more than three classes for the entire day. A youth or amateur entrant may use the same machine in more than one class on the same day, as long as the machine and rider meet the requirements of the class.
6. A rider must actually start an event to be considered a participant.

D. Youth Riders and Eligibility

WARNING: Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use motor vehicles.

1. Youth General
 - a. To compete in a youth meet, an AMA member must be no younger than 4 and no older than 16. The referee or clerk of course may ask to see any rider's proof of age. Proof of age must be available at all meets or the rider may be disqualified.
 - b. Parents, legal guardians or authorized adults must remain present at all times during the participation of an AMA member in any AMA-sanctioned youth meet.
 - (1) To authorize a minor to compete, parents, legal guardians or authorized adults must sign below the rider's signature on the entry form.
 - (2) The notarized authorization signed by the rider's parents or legal guardians giving responsibility to authorized adults must be kept on file with the rider's release form.
 - c. The rider must be large enough and mature enough to control his/her machine at all times, and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting and putting one or both feet

on the ground. The referee has the authority to disqualify a rider who can't safely control his/her motorcycle/minicycle. Training wheels are not allowed.

- d. A rider's age on Jan. 1 will determine their age for remainder of the year. A rider may move to the next higher age class within the youth division only if they will be eligible to do so at any time during the year. Once a rider moves to the next higher age class in AMA or non-AMA competition, they may not move back to the lower age class. Riders are encouraged to determine at the beginning of the points season/year the age class they will participate in for the points season/year. Points earned in a lower age class won't transfer to the higher age class.

2. Youth Entries

- a. No youth rider shall ride as more than one age during any meet. (For example, a rider is either 11 years old or 12 years old during the meet.).
- b. A youth entrant may use the same machine in both youth and amateur events on the same day as long as the machine meets the engine displacement of the class entered. Where district numbering systems are in effect, proper numbers must be displayed on the machine.

- 3. Points: Riders are eligible to receive district points in youth classes. Additional points programs may be established by the recognized district organization. A sample point's chart is located in Appendix 6.1.

SECTION 3.2

TRACK RACING EQUIPMENT

Special Note: The American Motorcyclist Association doesn't inspect vehicles in AMA-sanctioned competition. Participants are solely responsible for the condition of their vehicles and their competence to operate them.

A. Approval of Motorcycles/Minicycles

1. Motorcycles used in DTX class competition must be approved by the AMA. Modified classes will run as indicated in the General Equipment Standards Section.
2. For a motorcycle to be approved, the manufacturer must apply to the AMA, register the machine's specifications, provide photographs and prove that 100 identical, completed machines of the same model are available for sale to the general public at multiple dealer showrooms throughout all six AMA regions. AMA staff will verify production requirements. Application forms for motorcycle approval are available from the AMA. The approval procedure for the following model year will open Aug. 15 and must be completed no later than the following March 15.
 - a. Manufacturers and distributors must have a sufficient quantity of spare parts to meet customer's demand for a minimum of the current model year being approved. Any parts determined to be inadequate in design or construction may be upgraded by the OEM approval process, as defined by the AMA staff, and must be submitted no later than June 15 of the model year. The AMA may require one unit of each approved model and/or upgraded part(s) to be provided for long-term parts comparison.
3. A list of currently approved models is available at www.AmericanMotorcyclist.com > Racing.

B. DTX Class Additional Equipment Standards

1. To be eligible for a DTX class, the following can't be changed or modified: airbox, carburetor, (jetting allowed), throttle body, electronics, complete exhaust, all engine components, body work, intake (aftermarket reeds allowed), swing arm, wheel hubs, lower triple clamp.
2. All motorcycles/minicycles must be approved by the AMA for DTX competition.
3. The frame must be the same make and model as the engine.
4. The front fender must be OEM or OEM replacement. It may be removed. The number plate may be replaced with a traditional dirt-track style plate.
5. The front brake must be used for TT events but must be disabled or removed for dirt-track events.

6. Any standard production tire that is available through normal commercial channels will be accepted. Knobby tires are organizer's option.
7. Cylinder re-plating is allowed but must retain OEM bore.
8. OEM front and rear suspension may be altered with internal modifications only. Springs and linkage may be replaced with aftermarket parts.
9. For DTX classes that use oil injection systems, only oil may be put in the reservoir. Injection pumps must be working at all times. Pre-mix gasoline isn't allowed in the oil injection system or fuel tank.
10. Only a like-make, model and year OEM ring and pinion may be used.
11. Seat height will be measured at the lowest part of the top of the seat. See wheelbase measurements as shown in Section 3.3.
12. Violations of the DTX class rules as determined by the protest process or by the event referee will result in disqualification from the event. A second violation of the DTX class rules will warrant a one-year suspension from all AMA-sanctioned competition. A warning or fine may be imposed if the violation is deemed by the meet referee to be cosmetic in nature and/or non-performance enhancing.

C. General Equipment Standards

Equipment used in AMA-sanctioned competition must meet the following standards, except as otherwise specifically provided for in this rule book. When the rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the motorcycle components will perform safely in competition. All classes are considered modified unless stated otherwise.

1. Engines (Modified Classes)
 - a. Motorcycles must use the crankcases of the production motorcycle engine. The use of sleeving, stroking or boring to change displacement classes is allowed.
 - b. Any crankshaft configuration may be used (180-degree firing, alternate firing, etc.).
 - c. The frame used by a rider to qualify may not be changed, though engines may be.
 - d. Superchargers are prohibited.
 - e. The actual displacement of a motor must be stamped on the side of the cylinder or engine case.
 - f. The displacement of the motorcycle or minicycle may not exceed the class limit. Piston displacement specifications depend on the type of meet.
 - g. Piston displacement may be measured using either of the following formulas:

- (1) $V = [\pi]R^2h$; 2 indicates the number is squared; (π) is 3.1416; R is 1/2 bore; and h is the measured stroke.
- (2) $V = B^2(.7854)(h)$; B is bore and h is stroke. (Bore X Bore X 0.7854 X stroke X number of cylinders.)

Note: If bore and stroke is in millimeters, divide the end product by 1,000 to convert to cubic centimeters (cc). If bore and stroke is in inches, multiply the end product by 16.387 to convert to cubic centimeters (cc).

2. All motorcycles must use petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814. All gas must be stored in approved containers.
3. Transmission
 - a. The gearbox is limited to the number of speeds of the approved motorcycle. However, machines originally equipped with fewer than six speeds may be increased to a maximum of six speeds.
 - b. All approved motorcycles must be fitted with a transmission as catalogued and sold by the manufacturer of the motorcycle in question.
 - c. Specially fabricated clutch levers or pedals may be used. Clutch pedals must be rubber-covered.
 - d. Starting systems may be removed, including kick lever, pedal, starter crank gear and starter shaft. Kick pedals must be of the folding type.
 - e. There are no limitations on gearing.
 - f. Full gearboxes are not required in sportsman and open class hillclimb meets.

4. Drain Plugs

On roadrace and supermoto machines, crankcase and transmission drain plugs must be safety wired.

5. Brakes

- a. Brakes, when required, must be manufactured and installed in a safe and workmanlike manner.
- b. Motorcycles (excluding hillclimb) in all AMA Racing competition must be equipped with a functional rear-wheel brake.
- c. A brake or braking device doesn't mean a compression release, although compression releases may be installed in addition to brakes.
- d. Motorcycles in road race competition must be equipped with adequate, operating front and rear brakes. In TT scrambles competition, motorcycles must be equipped with a front brake in addition to a rear brake. For hillclimb meets, a braking device for the front wheel must be installed.

- e. Front-wheel brakes are prohibited in dirt-track, short-track and ice race events.
 - f. A sidecar brake is optional in road racing.
 - g. Special pedals must be rubber-covered.
 - h. Brake ventilation is permitted.
 - i. Brakes that operate by friction on the tire or wheel rim are prohibited.
6. Wheels and Axles
- a. Any type of wheel may be used in meets where brakes are not required.
 - b. For sidecar road racing, the minimum wheel size is 10 inches. In all sidecar competition, rims may not exceed 19 inches. Ice-race and dirt-track sidecars have no minimum rim size for the sidecar wheel.
 - c. Aluminum wheel axles are prohibited in all AMA motorcycle competition.
 - d. Sidecar axles may not protrude farther than is necessary to mount two locking nuts.
7. Frame
- a. General
 - (1) Frame parts must be manufactured in a safe and workmanlike manner, and any frame modifications also must be done in a workmanlike manner.
 - (2) Titanium frames aren't allowed.
 - (3) Safety bars and stands must be removed.
 - (4) Footrests and levers
 - (a) All footrests must fold back at a 45-degree angle for at least 50 degrees of movement.
 - (b) Footrests must have a non-skid surface (knurled, serrated, rubber covered, etc.)
 - (c) The length of the footrest pivot point to the frame, engine or transmission must not exceed 2 inches and may not be lower than the crankcase or frame, whichever is lower.
 - (d) Once qualified for the meet, the machine's frame may not be replaced.
 - b. Sidecar

In addition to the general frame requirements listed above, sidecars also must comply with the following:

 - (1) The frame for a sidecar outfit consists of a motorcycle with a sidecar attached on the left or right side, or any three-wheeled, two-track vehicle built specifically for sidecar competition. Sidecars must be constructed or attached in a safe, workmanlike manner.

- (2) Sidecars must have conventional rigid (not flexible) frames.
- (3) Measured from the center of the tire treads, the distance between the sidecar wheel and motorcycle wheels must be between 30 and 45 inches.
- (4) On sidecars used in ice racing and dirt track, the distance between the sidecar wheel and the motorcycle wheels, measured from the center of the treads, must be between 32 and 54 inches, with a maximum sidecar width of 60 inches measured from the center of the tread on the rear wheel of the motorcycle to the outside of the sidecar. In dirt track, the passenger of the sidecar shall have both feet on the platform of the sidecar throughout the race.
- (5) Road racing sidecars must have at least 1 inch of ground clearance above the lowest part of the wheel rim with shock absorbers fully compressed, unless a suitable skid surface is provided.
- (6) A padded, straight knee brace may be used, but it must be attached at a right angle to the frame and not extend more than 5 inches from the gas tank.
- (7) In ice racing, sidecar passengers must be shielded completely from the drive chain, drive wheel and sidecar wheel.
 - (a) Buddy seat equipment shall consist of an adequate seat, footrest and handholds.

8. Handlebars and Controls

- a. Handlebars must be made of steel, aluminum, titanium or another material approved by AMA Racing. Repaired, cracked or broken handlebars are prohibited. Handlebar mounts may be altered.
- b. Control levers must have ball ends at least a half inch in diameter.
- c. All motorcycles must be equipped with a functional mechanical kill device (such as a compression release) or ignition cut-off switch mounted on the handlebar and able to be reached without taking one's hand from a handgrip.
- d. Motorcycles must be fitted with a self-closing throttle.

9. Forks

- a. Forks must be adequate in strength and size for the motorcycle and its use.
- b. Fender brackets may be removed.
- c. If forks are moved up in the triple clamps and protrude more than 1 inch (including air stem if so equipped) above the lowest portion of the

handlebars, then a protection device must be fitted over them.

- d. A steering damper may be fitted in all types of competition, including DTX classes.

10. Gas Tanks

- a. Except for motorcycles used in hillclimb and speedway, gas tank capacity must be between 5 liters (1.32 gallons) and 24 liters (6.34 gallons). The gas tank must be manufactured and mounted in a safe and workmanlike manner.
- b. Leaking gas tanks or fittings, as well as temporary makeshift repairs, are prohibited.
- c. Seat tanks are prohibited.
- d. Gas tank vent lines must have a device that prevents gasoline from escaping.

11. Fenders

- a. The front fender and the rear portion of the rear fender may be removed, or special fenders may be fitted. However, any special fenders must be mounted securely and safely.
- b. Rear fenders must extend at least to a vertical line drawn through the rear axle.
- c. On motorcycles in sidecar events, the rear fender must extend at least 35 degrees past a vertical line drawn through the rear axle.
- d. The wheel on a sidecar must be shielded completely above the floorboard level.
- e. No streamlined parts, shells or housings may be fitted for dirt track, short track, TT, hillclimb or ice race.
- f. No lights, license plates, brackets, mirrors, glass or equipment posing a hazard to the rider or other competitors are allowed.

12. Chain Guards

- a. A guard must completely enclose the primary drive. (The counter-shaft sprocket and primary back drive are not considered parts of the primary drive.)
- b. A rear chain guard isn't required.

13. Exhaust System

- a. The exhaust system must be attached securely together and to the frame, and must remain so until the end of the event.
- b. The discharge end of an exhaust system may not extend past the rear edge of the back tire, nor point so that it creates dust or interferes with the vision of another rider.
- c. Sound Limits and Testing Procedures are located in Appendix 6.2.

14. Tires

- a. The tread pattern of tires in TT, short track, dirt track, hillclimb and non-studded ice racing may be re-grooved or cut, provided it is done in a safe and workmanlike manner.
- b. Recapped or retreaded tires are prohibited.
- c. No rubber or metal studs (or foreign materials) may be added to the tire tread, except for ice racing.
- d. No paddle tires may be used for hillclimb.
- e. No liquid may be used as primary tire filler.
- f. In dirt track racing, knobby tires are at the option of the organizer and must be advertised in advance.

15. Number Plates

- a. When number plates are required, a motorcycle must be equipped with three plates of uniform size, shape and color. Minimum dimensions are 7-1/8-inches high and 10-1/4-inches wide with four corners cut off at a radius of 1 inch. Metal plates must not be less than .045-inches thick, or .030-inches if beaded for added stiffness. For fiberglass or ABS plastic, the minimum thickness is 1/16th inch, and 1/8-inch for plywood. All other materials are prohibited.
 - b. Numbers must be at least 5-inch high standard block letters. Numbers must not be shaded or outlined. Lettering must have a professional appearance. AMA national numbers will take precedence in all events, and will be designated by a 3-inch letter N (such as 1N). Nothing but the number and letter may appear on a number plate, except the top 2 inches of the front number plate for sponsor or rider names.
 - c. Number plates must be securely mounted. The front plate must be attached parallel to the head angle and may not be curved (except on road race fairings).
 - d. A minicycle number plate should be no smaller than the original equipment supplied by that model.
16. Use of electronic communication with the rider or use of a portable electronic device of any kind (i.e. digital music device) that would be considered a distraction while on the motorcycle during the meet is prohibited.
 17. All riders should have a working, two-pound minimum, BC-rated, fire extinguisher in their pit area.

D. Motorcycle Equipment Inspection

1. The referee has the power to disqualify any motorcycle that doesn't conform to the rules, and may inspect any part of a motorcycle entered in an AMA-sanctioned meet. A machine that passes a pre-race inspection is subject to further inspection or protest at any time during the race program.

2. A rider who refuses to turn over his/her machine for inspection or measurement at the request of the referee or meet officials is automatically disqualified from the meet.

E. Competition Apparel

1. Protective pants made of leather or other durable material must be worn in all competition. Protective pants and jackets (in short track and TT events, shoulder pads with long-sleeve jerseys may be used in place of a jacket) must be worn for road race, dirt track, short track, speedway, and TT events.
2. When riding vests or jerseys are used for rider identification, there must be an 8-inch number on the back, and the jersey and number must be of contrasting colors. Contrasting-colored leather jackets may be worn in place of a vest. Long sleeves must be worn in all competition.
3. Boots must be worn in all meets. They must be at least 8-inches high with any combination of laces, buckles or zippers, or specially designed and constructed for leg and foot protection.
4. A steel skid shoe may be worn. It must have a curved front that extends at least 2 inches over the toe of the boot.
5. All riders must utilize a shatterproof face shield or shatterproof goggles.
6. Wearing of Helmets: It is mandatory for all participants taking part in practice and races to wear a full face protective helmet. The helmet must be properly fastened, be of a good fit, and be in good condition. The helmet must have a chin strap type 'retention system'.

The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval:

USA:	Snell M2010 or DOT FMVSS 218
Europe:	ECE 22-05 'P', 'NP' or 'J'
Japan:	JIS T 8133 : 2007



Full Face Type Helmets



Open Face

All helmets must be intact and no alteration must have been made to their construction. The rider may perform the following checks before taking part in practice or the race: That the helmet fits well on the rider's head, that it is not possible to slip the retention system over the chin when fully fastened and, that it is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.

It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device and that all competitors display the following information on the base of the helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card and add any pertinent information such as epilepsy, diabetes, current medications and past medical problems.

SECTION 3.3

TRACK RACING MEETS

Special Note: The American Motorcyclist Association doesn't set engineering and design standards or inspect tracks used in AMA-sanctioned standard events. Participants are solely responsible for their safety at AMA-sanctioned meets and should assess their own ability to negotiate each individual track or course. Participants who doubt the competence of track officials, have concerns about the safety of the course, or their own ability to negotiate the course, or are uncertain about the condition of their vehicle, or doubt the competence of fellow competitors, should not participate and should request the return of their entry fee before competitive activity begins.

A. General Rules of the Meet

1. Every club, association, organizer, rider and all other persons participating in or connected with any meet are bound by these rules. Recognized districts must submit any supplementary rules to the AMA for approval.
2. No stylized jumping contests will be allowed before, during or after AMA-sanctioned meets without approval from the AMA.
3. No gambling is permitted at any AMA sanctioned meet, and it is the responsibility of the organizer and referee to strictly enforce this rule.
4. No entrant will be eligible to enter more than four classes during a single-day meet.
5. At any meet, except speedway and sidecar events, the following applies: The machine must meet the class requirement for engine size. All classes need not be run in any given meet. However, all classes to be run must be listed on any advance advertisements. If there are five or more entries for any class, that class must be run.
6. At any meet if there are more than five but fewer than 12 riders in each of any two consecutive classes, these classes may be run at the same time (for separate prizes). In any advertised class with fewer than five entries, the class must be run, scored and awarded but may be combined with a similar ability or equipment class. Sidecar entries must be a minimum of six AMA members and three sidecars. ATVs and motorcycles may not race or practice on the track or course at the same time.
7. As specified in section 3.2, general equipment standards, motorcycles must be equipped with mufflers. Meets should be advertised as muffled to promote good community relations.
8. With AMA permission, a standard meet may run in conjunction with a professional meet. At meets where spectator admission is charged, an entry fee may be charged in addition to the admission fee.
9. At meets where the organizer is supplying medical insurance for the riders, he/she may collect an additional fee for this service. The organizer must display a sign up a sign stating, RIDER MEDICAL INSURANCE TODAY, in

3-inch-high letters. All other meets should be recognized as not having rider medical insurance.

10. In addition to the classes described in this rulebook, organizers may organize, advertise and conduct DTX classes in any type of AMA competition. DTX motorcycles (as described in Section 3.2) are subject to inspection, and any deviation will result in the machines being assigned to other categories or disqualified.
11. AMA Pro Racing-licensed riders are not eligible to enter any Amateur National Championship meet.
12. A rider who earns a national number may begin using the number immediately and until the succeeding year's meet where the national number was earned.
13. Sidecar and buddy seat passengers must be carried throughout the entire meet and may not drive at any time.

B. Youth - General Rules of the Meet

WARNING: Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use motor vehicles.

1. Youth meets must be conducted according to the rules in this rule book. Any variations are not allowed without the written permission of AMA Racing.
2. All classes to be run at a meet must be listed in advance advertising and posted in a prominent place at the entry desk. All classes advertised must be run if there are five or more riders for that class.
3. When there are fewer than five riders per class, they may be advanced to the next higher class and scored separately. If there are more than five but fewer than 10 riders in each of two consecutive classes, the two classes may be run at the same time (for separate points and trophies).
4. In classes with 10 or fewer riders, at least two trophies must be awarded. An additional trophy should be added for every five additional riders in the class. No more than five trophies need be awarded in any given class.
5. Two riders may use the same machine, provided they are entered in different classes (such as an 85cc stock machine ridden in the 7-11 class and 12-15 class).
6. Youth dirt track meets must not be conducted on tracks longer than a half mile.

C. Race Rules

1. No one except riders officially entered may ride or practice on any portion of the course the day of the meet. If a course includes public roads, a rider may travel those roads necessary to reach the starting area.
2. The machine the rider brings to the starting line for his first heat or moto is considered the qualified machine for that days meet in that class, and the rider cannot switch machines.

3. In hillclimb events only, if a rider's physical stature is such that he/she can't reach the ground with both feet, blocks may be used but must be removed immediately after the start.
4. Practice or warm up is limited to the designated area identified by the organizer. Competitors riding, or allowing their machines to be ridden, outside these boundaries will be excluded from the meet.
5. A rider must be ready when called to the starting area. If not ready, he/she is allowed two minutes after the starters call to make minor repairs. Afterward, if he/she still isn't ready, he/she is excluded from the event. Once an alternate rider has been called to the starting line by the referee, he/she won't be removed unless disqualified for some infraction. No alternate rider will be placed in an event once it has been initially started by the starter. Additionally, alternate riders may not be placed in an event that must be restarted. Any rider may ask for two minutes to make repairs, but the additional time won't prevent the disqualification of another rider who has used the two minute limit.
6. **To participate in a Main event, the rider must start all heat and semi events, as required, for that class.**
7. Starting methods for dirt track, short track and TT:
 - a. Two starting lines, 2 feet apart, are plainly marked for each row. After starting their engines, competitors ride their motorcycles to their assigned starting positions, stopping half a bike length behind the back line and placing their machines in neutral. The width of the track at the starting line determines the number of riders. Each machine must have 1 meter (3.2-feet) of space. All riders are to get a front row start in all heat races.
 - b. When the starter ensures that all engines are running and in neutral, and all machines are properly positioned behind the back line, he/she walks to the side of the track and faces the riders. This is the signal for riders to place their machines in gear, move to the starting line and stop. When all riders are ready, the starter begins the event.
 - c. Facilities permitting, the referee may use starting lights, rubber band gate or speedway-type starting gate to assist the starter. All of the starters other responsibilities remain the same.
 - d. Any rider whose motorcycle touches the front line before the start will be moved to the penalty line. Riders who jump the line just prior to the start may be disqualified and black-flagged out of the event while the race continues. In all restarts, a rider at the penalty line must continue to start from the same position on the penalty line.
 - e. All starts, except for time trials, must be standing starts with both wheels on the ground.

- f. If more than one starting line is used, each line must be 8 yards behind the preceding line. The penalty line is to be 8 yards behind the last starting line in use.
- g. Main event riders will select their start positions based on the posted order.
- h. Any race stopped with two laps or fewer completed will require a complete restart in the original positions (see d. above).
- i. A rider who was determined by the referee of the event to be the primary cause for the event being stopped will be required to restart from the penalty line.

If an event is stopped after at least 60 percent of the total distance has been covered, the race may be considered completed. Riders will be scored according to their position on the lap preceding the one during which they were red flagged. At the referee's discretion, if the race must be resumed the riders will be started in a staggered start position in the order they held on the lap before the event was stopped. (see Section 3.4.). At the organizer's option, the referee may use a rolling single file restart. If doing so the following procedure must be followed:

The riders will be positioned in their restart order and instructed to do at least one pace lap. If all is in order (per starter) the field will be given the green flag. The referee will designate a point on the track that the riders may start to accelerate to race speed and a restart line. The riders MAY NOT PASS before getting to the restart line and the starter is waving the green flag.

DOUBLE RED FLAG RULE: In short track events, one quarter (1/4) mile or shorter, a rider causing two red flags in a single race without making an attempt to re-enter the race, can be disqualified at the discretion of the referee.

- j. Should a race be stopped but not completed, riders must return their motorcycle to the designated work area only to make repairs. Any rider returning a motorcycle to the paddock will be disqualified.
 - (1) Work periods last two minutes at the red flag/light, except in final events where they may be 10 minutes. If the referee deems the red flag situation to be cleared up, and all riders are ready to resume the race, the referee may call for the race to resume immediately.
 - (2) Riders continuing to have work performed on their motorcycles past the allotted time period will be placed at the back of the lineup for the restart. There will be no two minute allowances given for further work.

- (3) All riders must report to the starting line immediately when called or they will be subject to disqualification.
- k. If a race was stopped because riders were down, the first rider down is placed last in the restart, etc., with the last rider down behind the last rider who didn't fall. If for any reason a rider doesn't complete the red-flagged lap, he/she too will be placed in the rear of the restart in a position respective of his stoppage. If the race is called complete the riders will be scored in the position in which they would have restarted.
8. Meets on closed circuits less than a mile long, except TT scrambles, will run in a counter-clockwise direction. Under no circumstances may anyone ride a machine in the wrong direction on the track. For this offense, the referee may suspend a rider for the event or for the entire meet.
9. Any rider passing on the inside is responsible for any foul that results. If passing on the outside, a rider may not move to the inside unless there is adequate distance to complete the pass without interfering with the passed rider. The penalty for interfering with another rider during a pass may be disqualification.
10. A rider whose machine is disabled before reaching the finish line may, under his/her own physical power, push or carry his/her machine (in the direction of the track) across the finish line to receive the checkered flag. Provided he/she completes at least 50 percent of the number of laps as the winner, a rider who finishes in this manner will be considered as having completed the event.
11. If a rider stops for any reason during an event, he/she must restart without any outside assistance. However, if a rider falls, blocking the course and endangering other riders, he/she may receive help or have his/her machine pushed off the course. An attempt to help under any other situation will result in the rider's disqualification.
12. A rider leaving the course must re-enter at the same point or at the first point where he/she can safely do so without interfering with other riders and without gaining an advantage. Failure to do so will result in the rider being penalized a minimum of one finishing position for that event.
13. A competitor who rides in a way that endangers officials, other riders or the public will be subject to immediate disqualification from the meet by the referee.
14. Except in sidecar competition and land-speed racing, riding in a prone position is prohibited. The penalty is disqualification.
15. Sidecar passengers must remain in the sidecar for the entire event. A fallen passenger may re-enter only at the same point where he fell and on the same lap.
16. When entering or leaving the pits, a rider must use designated entrance and exit lanes. Failure to do so may result in disqualification.

17. The referee may decide the maximum number of riders who start any event. Starting riders will be those who qualify as a result of time trials or qualifying heats. If heat races are used, a rider must start a heat to qualify for the final event.
18. The race is completed when the leader takes the checkered flag. The number of laps completed determines finishing position and a rider need not take the checkered flag to finish.

D. Flags

Flags, measuring 30 inches by 30 inches, have the following meanings:

1. GREEN: Start of race.
2. WHITE: One lap to go until finish.
3. YELLOW: Caution. When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag.
4. BLACK WITH 1-INCH WHITE BORDER: Disqualification of a rider. That rider must report to the referee at once.
5. BLUE: Indicates you are about to be overtaken by faster riders. Hold your line and do not impede their progress.
6. WHITE WITH RED CROSS: Indicates that ambulances, safety vehicles or emergency personnel are on the course. EXERCISE caution.
7. YELLOW WITH THREE RED STRIPES: Oil on the track at that location. (2-inch red stripes are perpendicular to the shaft of the flag.)
8. BLACK AND WHITE CHECKERED: End of race. (Checks are 5 inches square.)
9. RED: Stopping of a race for any emergency situation.

E. Scoring

1. An AMA-approved scoring system must be used.
2. Each rider is entitled to examine his/her score with the head scorer or referee.
3. No official announcement of race winners may be made until all scores have been examined and approved by the head scorer. Official results are declared final if no rider requests a recheck within a half hour after they are posted. The final results posted at the end of the 30-minute protest period may not be altered except by the AMA or the appeal process.
4. It is the rider's responsibility to ensure number legibility. If a rider appeals his score and the numbers are not properly displayed, a protest will be disallowed. There will be no exceptions to this rule.

F. Claiming

1. All sanctioned dirt track, short track, TT, hillclimb, road race, and youth meets are claiming meets. The claiming

price shall be 30 percent over manufacturer suggested retail price using the Black Book AMA Official Motorcycle Value Guide, Kelly Blue Book or NADA appraisal guide and include the complete motorcycle or minicycle. In dirt track, short track, and TT scrambles claims will be for the engine, including electronics, carburetion, and exhaust only. Vintage and ATV class equipment will be excluded from the claiming rule. Claiming prices for dirt track, short track, and TT are established in the following schedule:

Engine size	Price
0-250cc	\$4,000.00
251-504cc	\$8,000.00
505-Up (single)	\$8,000.00
750cc Multi-cylinder	\$17,500.00

- Any rider (claimant) may enter a claim for a motorcycle (or minicycle) ridden in an event in which the claimant has competed. A claim must be entered with the referee after the meet has been completed, but no later than 30 minutes afterward. The referee then notifies the owner of the claimed motorcycle and may take possession of it.
- A claim must be accompanied by cash, certified check or bank draft. The owner of the claimed machine must immediately deliver it intact, along with a clear title or bill of sale.
- If more than one claim is received for the same motorcycle, the meet referee will hold a drawing to determine the successful claimant.
- If a rider whose motorcycle is claimed refuses to comply, he must forfeit his trophy, is disqualified from the meet and will be suspended for one year.
- A rider may not enter a claim on his own equipment.

G. Youth Engine Classes and Age Groups

Any of the following classes may be run, but all must be run as advertised. Additional classes may be run but must first be approved by the AMA.

Class	Age requirement	Engine size	Engine type
1: DTX Peewee Jr.	4 - 6 yrs	0cc - 51cc	2-stroke
		0cc - 51cc	4-stroke
Single-speed automatic. Maximum wheelbase 36 inches. Maximum wheel size 10 inches. Maximum seat height 24 inches.			

Class	Age requirement	Engine size	Engine type
2: DTX Peewee Sr.	7 - 8 yrs	0cc - 51cc	2-stroke
		0cc - 51cc	4-stroke
Single-speed automatic. Maximum wheelbase 41 inches. Maximum wheel size 12 inches, retrofitted 12-inch wheels are permitted on all class 2 machines. OEM parts must be used.			

Class	Age requirement	Engine size	Engine type
3: DTX Peewee	4 – 8 yrs	0cc – 51cc 2-stroke	
Single-speed automatic. 2-stroke oil-injected. Maximum wheelbase 36". Maximum wheel size 10". Maximum seat height 22".			

Class	Age requirement	Engine size	Engine type
4: DTX Peewee	4 - 8 yrs	0cc - 51cc	2-stroke
		0cc - 51cc	4-stroke
Single- or multi-speed automatic. Maximum wheelbase 38 inches. Maximum wheel size 10 inches. Maximum seat height 22 inches.			



Seat height:

Seat height will be measured at the lowest part of the top of the seat. See wheelbase measurement process in Appendix 6.8

Class	Age requirement	Engine size	Engine type
65cc	7 - 11 yrs	52cc - 65cc	2-stroke
		52cc - 90cc	4-stroke
Minimum wheel size 10inches. Maximum wheel size 14 inches. Maximum (adjusted length) wheelbase 45 inches. Maximum wheelbase must maintain Manufacturers specifications. For dirt track, scrambles and ice racing, the wheelbase may be extended to a maximum of 47 inches.			

Class	Age requirement	Engine size	Engine type
85cc DTX	7 - 11 yrs	66cc - 85cc	2-stroke
		75cc - 125cc	4-stroke
85cc modified	7 - 11 yrs	66cc - 85cc	2-stroke
		75cc - 125cc	4-stroke
85cc DTX	9 - 13 yrs	66cc - 85cc	2-stroke
		75cc - 125cc	4-stroke
85cc modified	9 - 13 yrs	66cc - 85cc	2-stroke
		75cc - 125cc	4-stroke
85cc DTX	12 - 15 yrs	66cc - 85cc	2-stroke
		75cc - 125cc	4-stroke
85cc modified	12 - 15 yrs	66cc - 85cc	2-stroke
		75cc - 125cc	4-stroke
Requirements: Maximum front wheel 17 inches. Minimum rear wheel 12 inches. Maximum rear wheel 16 inches. Maximum wheelbase 51 inches.			

Class	Age requirement	Engine size	Engine type
Schoolboy	12 - 15 yrs	86cc - 125cc	2-stroke
		75cc - 150cc	4-stroke

Class	Age requirement	Engine size	Engine type
Supermini	12 - 15 yrs	79cc - 112cc	2-stroke
		75cc - 150cc	4-stroke

Minimum wheelbase 48 inches. Minimum rear wheel 14 inches.
Maximum front wheel 19 inches. Maximum wheelbase 52 inches
(Includes big wheel).

1. Hillclimb Classes

Class	Age requirement	Engine size	Engine type
Micro Mini	4 – 8 yrs	0 – 50cc	2-stroke
Maximum 12" wheels. Automatic transmission, in the case of manual transmission machines, it is acceptable to place the machine in gear at the starting line and remove the shift lever so that the machine cannot be shifted while in competition.			

Class	Age requirement	Engine size	Engine type
65cc	6 - 11 yrs	0 – 65cc	2-stroke
		0 – 90cc	4-stroke
Maximum 14" wheels.			

Class	Age requirement	Engine size	Engine type
Mini Junior	7 – 11 yrs	52 – 85cc	2-stroke
		52 – 125cc	4-stroke
Maximum 16" rear and 19" front wheels.			

Class	Age requirement	Engine size	Engine type
Mini Senior	12 – 15 yrs	66 – 85cc	2-stroke
		75 – 125cc	4-stroke
Maximum 16" rear and 19" front wheels.			

Note: A rider may enter the same machine in multiple classes, if the requirements for each class are met – for example, a 7 year-old may enter the same 50cc machine in the Micro Mini and the 65cc classes.

- All minicycle class machines must be run in the class for which they were originally manufactured (excluding Schoolboy).
- The use of OEM aftermarket kits to change displacement or wheelbase will be allowed in the schoolboy and supermini classes only.

5. Violations of the DTX class rules as determined by the protest process or by the referee of the event will result in a disqualification from the event. A second violation of the DTX class rules will result in a disqualification from the event and a suspension from AMA competition for one year.
6. DTX classes (section 3.2) are for approved minicycles only. See regarding allowable equipment. DTX minicycles are subject to inspection and any deviation, other than approved modifications, will result in the machine being assigned to another category or disqualification.

H. Dirt Track, Short Track and TT Scrambles

2. Dirt track races are run on specially prepared flat or banked oval tracks more than 2,250-feet in circumference (measured 18 inches from the pole).
3. A short track course is less than 2,250-feet in circumference. Handicap and scratch-type events may be included in a short track meet.
4. A TT scrambles is held on an unpaved, prepared course. A scrambles is intended more to test a rider's skill than the motorcycle's speed. The course must be less than 2 miles long and include left and right turns. Hills, jumps and natural terrain are permitted. The course must be at least 20 feet wide and include wide turns or escape routes at the end of a fast straightaway.
5. Equipment
 - a. The use of knobby or motocross tires is at the organizer's option and must be advertised in advance.
 - b. All liquid-cooled engines must have a radiator vent hose routed to a heat-resistant catch can of at least 350cc capacity.
 - c. A steering damper may be added for safety.
6. Events are divided into the following classes, but not all classes need be run if advertised in advance.

Class	Engine size
1	86cc - 125cc
2	126cc - 200cc
3	201cc - 250cc
4	251cc - 450cc
5	451cc - 505cc
6	506cc and over
7	Veteran (30 yrs and over) 201cc-open
8	Senior (40 yrs and over) 201cc-open
9	Super Senior (50 yrs and over) 201cc-open
10	Vintage (pre-1975)
11	Modern Vintage (pre-1982)

DTX classes	Engine Size
1	52cc-65cc
2	66cc-85cc
3	86cc-125cc
4	126cc-250cc
5	251cc-500cc

7. Sidecar Classes

a. 86cc-650cc overhead cam including 750 twin vertical pushrod motors and all 2-cycle engines, single or multi-cylinder.

b. 651cc-Open

8. The race is completed when the leader takes the checkered flag. The number of laps completed determines finishing position, and a rider need not take the checkered flag to finish.

9. Events are run a specified number of laps, and finishing position is determined by the number of laps completed. A rider need not take the checkered flag to complete an event. The race ends when the leader takes the checkered flag.

I. Ice Race

2. An ice race is run on a prepared ice-covered oval no greater than a half mile long, as measured 18 inches from the pole.

3. Equipment

a. The use of knobby or motocross tires is at the organizer's option and must be advertised in advance.

b. All liquid-cooled engines must have a radiator vent hose routed to a heat-resistant catch can of at least 350cc capacity.

4. Events will be according to the following classes, but not all classes need to be run if advertised in advance.

NON-STUDDER	
Class	Engine size
1	86cc - 250cc Rubber Solo
2	251cc - Up Rubber Solo
3	86cc - 360cc Rubber Sidecar
4	361cc - 505cc Rubber Sidecar
5	506cc - Up Rubber Sidecar

STUDDERED	
Class	Engine size
1	0cc - 85cc 7 - 11 yrs Solo
2	0cc - 85cc 12 - 15 yrs Solo
3	86cc - 200cc Solo
4	201cc - 250cc A Solo
5	201cc - 250cc B Solo
6	251cc - 450cc Solo
7	451cc - 505cc A Solo
8	451cc - 505cc B Solo
9	506cc and Up, single-cylinder Solo
10	501cc and Up, twin-cylinder Solo
11	Senior 40 yrs and Over Solo
12	86cc-360cc Studded Sidecar
13	361cc-650cc Studded Sidecar
14	651cc-Up Studded Sidecar

5. No traction devices are permitted on boots.
6. In studded-tire classes, studded tires are permitted, and protective front and rear fenders are necessary, extending at least 90 degrees from a vertical line drawn through the axle. Studs must be sheet metal screws between sizes #7 and #10, with a hexagonal head and one screwdriver slot. These studs must be screwed into the tire from the outside and may not protrude more than 3/16th inch from the outer edge of the tire. No screw modifications are allowed.
7. Tire cutting or re-grooving is not permitted in studded classes.
8. Sidecars must be equipped with tether-type kill switches—not buttons or other types of switches—and the cord must be fastened directly around the driver's wrist, not to his clothing.
9. In sidecar events, only the rear wheel of the motorcycle may be driven by the engine.

J. Drag Race

Drag races may be either time trials or a final race between two contestants from a standing start to finish line over a measured distance. The course is no longer than a quarter mile in length and must be perfectly straight with a hard, smooth surface. There must be sufficient distance beyond the finish line (a minimum of a half mile) to allow a safe stop.

AMA-sanctioned drag racing meets will use a set of AMA-approved supplementary regulations. AMA-sanctioned drag racing supplementary regulations are available at www.AmericanMotorcyclist.com > Racing.

K. Hillclimb

1. A hillclimb is a series of trials against time or distance, or a series of match races against time or distance, on a specially prepared hill.

2. The starting line must be on a level surface at the bottom of the hill, 20 to 30 feet from the timing line. The finish must be at least 20 feet below the crest of the hill, and marked with a line that is to remain visible throughout the competition. Both edges of the course must be marked safely, without using stakes. Additional width may be allowed if riders are descending and climbing on the same side of the hill. Hills must be at least 20 feet wide.
3. Motorcycles are classified as the following:
 - a. Sportsman: Limited to motorcycles meeting equipment standards in this chapter. Motorcycles in this class aren't limited to .080 overbore. All motorcycles bored beyond .080 over manufacturers specifications will run in the class of the modified engines displacement.
 - b. Open: Multi-cylinder motorcycles that do not conform to Sportsman standards. In this class, multi-cylinder motorcycles of all engine sizes run without handicap.
 - c. Motorcycles may only be entered one time per class.
4. Events run the following classes, although not all classes must be run if advertised in advance.

Class	Engine size or age
1	86cc - 125cc
2	126cc - 200cc 2-stroke
	126cc - 250cc 4-stroke
3	201cc - 250cc
4	251cc - 450cc
5	451cc - 600cc
6	86cc - 600cc 4-stroke only
7	601cc - 750cc
8	Open Class including 751cc and up
9	Senior, riders over 40 on any size machine.
10	86cc-400cc: (engine in matching frame, stock wheelbase)
11	Open 401cc and up: (engine in matching frame, stock wheelbase).
12	Super Senior, riders over 50 on any size machine.
13	Women's 86cc-Open

- a. Non-point-paying exhibition classes won't be counted toward the class number limit for hillclimb competitors.
5. Equipment Standards

In addition to the equipment standards described in section 3.2, hillclimb machines also must meet the following requirements:

- a. Transmission and Gearing

There is no limitation on gearing. Full gearboxes are not required.

- b. Frame
 - (1) Aftermarket frames and swingarms are permitted. Swingarms may be extended without moving the machine into the Open class.
 - (2) Tire chains aren't permitted.
 - (3) Installing an engine from a motorcycle into a minicycle frame or a frame indicated by a manufacturer as a minicycle frame won't be permitted.
 - (4) Titanium, aluminum or Chromalloy material may be used to build hillclimb frames, sub-frames and swing arms.
 - c. Motorcycles must be equipped with a functional tether-type mechanical kill device attached to the motorcycle and to the rider so that the engine ignition is cut off at any time when the rider becomes separated from the motorcycle. The tether can't be elastic and must kill the engine when the rider's wrist moves 36 inches from the handlebars.
 - d. Hillclimb machines may not be equipped with devices that will aid the rider in keeping both wheels on the ground.
 - e. Motorcycles must be equipped with a braking device that operates on at least the front wheel.
 - f. There is no minimum gas tank size. However, tanks must be mounted securely and have a shutoff valve.
 - g. The maximum wheel rim width is 5 inches, measured at the outside of the tire bead mounting surface. Only one rear tire is permitted.
 - h. Hillclimb motors may be bored or stroked .080 oversize from stock, without advancing to higher displacement class. Motorcycles which have had later model cylinders installed which do not increase the displacement beyond the class displacement limit will be allowed the same .080 overbore from that new displacement.
 - i. No paddle tire may be used for hillclimb. A paddle tire is a tire in which the ridges (paddles-knobs-ribs) crossing the tire at any angle are as wide as the primary tire (sidewall to sidewall) with no gaps along the length of the ridge, as originally sold by the distributing manufacturer. Additionally, if the manufacturer calls it a paddle tire, then it must be considered as such, even if modified.
 - j. **Rear fenders do not have to extend to a vertical line drawn through the rear axle.**
6. An electric timer must be used for scoring. If the timer starts the clock, but fails to stop the clock, or if the clock does not start and the rider successfully reaches the finish line, the rider may choose to take the full distance of the hill or ride again. If the clock does not start and the rider

does not reach the finish line, distance will be recorded and no rerun opportunity will be given.

7. If possible, each rider is given two rides - barring problems caused by lack of daylight, weather or equipment malfunctions. If a rider is not ready to ride within two minutes of his/her name being called, that rider forfeits that ride. Finishing positions are determined by the competitor's best single ride. Ties are broken by comparing each rider's second-best ride – in the event that a tie still exists; it will be broken by a one-ride run-off.
8. A hillclimb attempt ends when the motorcycle's forward progress stops while the rider is still on the machine. A rider may not dismount and push, nor may he/she use his/her feet to push. Measurement is taken from the starting line to the center of the front wheel where the motorcycle stops.
 - a. A rider must have at least one hand on the handlebars as it goes through the top light or the run is disallowed. No rerun will be given.
 - b. The referee will appoint a knowledgeable person to be a judge and/or umpire. This person will be placed at the finish line, with a means of communication with the referee. This person should be introduced at the riders' meeting.
9. No one competing in the Hillclimb Grand Championships meet may ride on the hill 10 days before the meet.
10. **AMA Pro Sport, Hillclimb riders can race at the AMA Hillclimb Grand Championships.**

L. European Hillclimb

A series of trials against time and/or distance, or a series of match races against time and/or distance on a paved or graded road surface ascending a hill.

M. Road racing

Road racing meets take place on paved circuits with right and left hand turns. Regulations for AMA-sanctioned road racing events are developed and published by the AMA Chartered Organizations that have sanctioned the meets with the AMA. Refer to the guidelines published by the chartered organizations for details.

N. Speedway and Speedway Long Track

Speedway and speedway long track meets take place on oval tracks generally a quarter mile or less in circumference (Speedway) and up to a half mile circumference (Speedway Long Track).

AMA-sanctioned speedway meets use a set of AMA-approved supplementary regulations. AMA-sanctioned speedway supplementary regulations will be available at www.AmericanMotorcyclist.com > Racing.

O. Supermoto

Supermoto races are run on tracks that are a combination of pavement and dirt using both left- and right-hand turns. Tracks are normally 3/8th-mile to a mile in length and normally consist of 30 percent dirt and 70 percent pavement and include at least one jump in the dirt section.

2. Rider Eligibility

- a. The race referee has the right to move riders from their chosen or assigned class if their performance jeopardizes their safety or the safety of the other competitors. The race referee also has the right to move riders from their chosen or assigned class if their performance and experience level indicates that they are better suited for a more advanced level. Riders will be assigned to a class within the guidelines of displacement and age that is better suited to their skill and speed levels.
- b. Riders who have previously held a Pro license from an FIM- or AMA-recognized motorcycle racing sanctioning body are eligible to compete in amateur competition and are eligible for the cash awards (purse) from the event, but aren't eligible for district points. Pro riders aren't eligible for any factory contingency awards for the event unless otherwise stated in the contingency program guidelines or rules. Pro riders must wait one full year after their professional license expires to be eligible for amateur national competition or year-end district awards. An AMA appeal process is available. AMA Pro Racing licensed riders must participate in the Pro class if a Pro class is offered.

3. Amateur Classes

The following classes are allowed unlimited modifications unless otherwise noted. All classes may be divided into A, B, and C levels at the organizer's discretion.

Class	Engine Size	Engine type
250	125cc - 144cc	2-stroke, single-cylinder
	200cc - 250cc	4-stroke, single-cylinder
450	125cc - 250cc	2-stroke, single-cylinder
	250cc - 450cc	4-stroke, single- or twin-
Open	250cc - open	Single-cylinder
	250cc - 575cc	Twin-cylinder
Vet 30+	125cc - open	Single- or twin-cylinder
Senior 40+	125cc - open	Single- or twin-cylinder
Sportsman	Open	Single- or twin-cylinder

Sportsman class only: Any rider entered in any of the Pro or Expert classes is not eligible to race in the Sportsman class, even if the motorcycle meets the requirements for the class.

Original crankcase, cylinder(s) and head(s) and original bore, stroke and displacement must be retained. No modifications are allowed to stock air box, suspension or chassis. Brake rotors,

pads and lines may be upgraded, but stock brake calipers and master cylinders must be retained. Other changes are allowed to: exhaust, tires, gearing, jetting, handlebars, levers, grips, hand guards and cosmetics.

Must use original equipment (stock) size wheels (must have 21-inch front wheel and 18-inch or 19-inch rear wheel) and full (stock) suspension travel. DOT tires are recommended.

Minimum age is 14.

Note: If the motorcycle was sold as a street-legal Supermoto bike in the United States or Canada with 17-inch front wheels, then 17-inch front wheels may be used on the bike. For street-legal motorcycles, DOT tires are mandatory.

Class	Engine Size	Engine type
Senior Super Mini	85cc - 112cc	2-stroke, single-cylinder
	125cc - 150cc	4-stroke, single-cylinder
	Unlimited modifications, with the exception that they must maintain a mini chassis.	
Pit Bike	75cc - 150cc	2-stroke air-cooled single-cylinder
	Unlimited modifications, with the exception that they must maintain a mini chassis. Maximum wheel diameter is 17 inches.	
Class	Engine Size	Engine type
ATV Open (16+)	Open	Any
	Stock frame and ATV engine cases from the original manufacturer of that make and model are required. OEM frames may have material added for strength. These changes shall not affect frame geometry.	

4. Youth Classes

YOUTH CLASSES			
Class	Age requirement	Engine size	Engine type
50cc	4 - 8 yrs	0cc - 51cc	2-stroke
		0cc - 51cc	4-stroke
Original crankcase, cylinder, heads, bore, stroke and displacement must be retained. Modifications are allowed to stock air box, suspension, chassis, exhaust, tires, gearing, jetting, handlebars, hand guards, levers, grips and cosmetics Aftermarket brake pads may be used. Maximum wheel size is 12 inches.			
Class	Age requirement	Engine size	Engine type
65cc	7 - 11 yrs	52cc - 65cc	2-stroke
		52cc - 90cc	4-stroke
Must maintain a mini chassis. Maximum wheel size 14 inches. Unlimited modifications.			

Class	Age requirement	Engine size	Engine type
85cc	7 - 15 yrs	66cc - 85cc	2-stroke
		75cc - 125cc	4-stroke
Must maintain a mini chassis. Maximum wheel size 17 inches. Unlimited modifications. Class may be split to accommodate age 7-11 and age 12-15 classes.			
Class	Age requirement	Engine size	Engine type
Super Mini	12 - 15 yrs	80cc - 112cc	2-stroke
		75cc - 150cc	4-stroke
Must maintain a mini chassis. Maximum wheel size: front 19", rear 17". Unlimited modifications.			

Class	Age requirement	Engine size	Engine type
ATV youth	Under 16 yrs	tbd	tbd
		tbd	tbd
Riders under 16 with class details to be determined (tbd) by the organizer with prior AMA approval.			

Additional Classes: In addition to the classes described above, organizers may organize, advertise, and conduct additional classes to meet the needs of their regions.

Additional classes must be listed on the sanction application and approved by the AMA.

All classes advertised must be made available unless there are fewer than five riders. In that case, the classes may be eliminated or combined. If necessary, classes will be combined based on similar displacement and age and will be scored separately.

5. Equipment Standards

- a. Rear axle and foot peg sliders are recommended to help keep the damage to the racing surface to a minimum. Hand guard/bar sliders or non-metal, open-ended hand guards are recommended to help keep the damage to the racing surface to a minimum. Sliders may be required at certain racing venues.
- b. Water-cooled engines must use plain water, or water with WaterWetter® (or similar product) at 0.5 ounces per quart of plain water concentration. Glycol-based antifreeze or water pump lubricants of any kind are strictly prohibited.
- c. Fluid Containment
 - (1) Oil filler caps, drain plugs and oil lines must be safety wired.
 - (2) Oil filter bolts must be secured with safety wire. Spin-on oil filters must be secured with metal clamps and safety wire.
 - (3) All machines must have a catch device attached that has the carburetor and radiator overflow/vent lines running into it. The

crankcase breather lines are also required unless the lines are vented to the air box. The vent lines coming out of the engine must be routed into a heat-resistant catch device of at least 177 mL (6 ounces) capacity.

d. Forks

- (1) Fork stops must be installed of sufficient size and strength to prevent fork tubes from contacting the fuel tank in a crash.
- (2) Fork oil drain screws must be safety wired or taped.

e. Tires

- (1) Tires permitted in competition must meet the following criteria (unless otherwise specified by class requirements):
 - a. Class C dirt track tires
 - b. Roadrace slicks
 - c. Cut roadrace slicks
 - d. Roadrace rain tires
 - e. Any DOT tire excluding DOT knobby tires

f. Lights: Headlight, taillight and turn signals must be removed or taped. Clear tape may not be used

g. Technical Inspection

- (1) All race bikes must meet AMA requirements and the technical inspection process must be successfully completed prior to any on-track activity and remain in compliance at all times on track.
- (2) By participating in the event, the rider agrees to conform to AMA and recognized organization rules. Passing the technical inspection does not give immunity from protest.
- (3) The rider or his crew is required to point out any problems or potential problems with the rider's race bike.
- (4) If the referee or technical inspector doesn't notice an illegal modification or a failure to conform to AMA requirements, the rider is still responsible for the machine to meet AMA or recognized organization requirements.
- (5) The referee or technical inspector may, at any time, re-inspect any race bike and revoke approval if the machine no longer meets these requirements.

6. Race Rules

- a. It is recommended that race distance will be determined by a number of laps that most closely meets a time of 15 minutes plus two laps in duration.

At the discretion of the race referee, race distances may be shortened.

- b. A heat race and final type program will be used.
- c. Race direction can be either clockwise or counter-clockwise.

7. Rider Briefings

- a. All riders entered in a meet must attend the rider briefing/meeting.
- b. The race referee may call roll or spot-check attendance.

8. Starting Procedures

- a. The official starting line for each starting row will be plainly marked with approximately 12 feet between each row to form a grid.
- b. There are four starting positions per row, approximately 6 feet apart. Each starting position will have a front and rear grid mark, approximately 12 inches apart, representing the area where the front tire contact patch must be located to be properly staged.
- c. Starting lights or flags will be displayed in front of the first row and in view of each rider.
- d. At a time designated by the race referee, the grid will be closed to all competitors. Those riders who have not reported to the grid will be barred from that particular race.
- e. Once staged and the starter begins the starting procedure, no rider may move forward in the grid.
- f. Should a rider's front wheel axle cross the designated front grid mark before the green light/flag signal, the rider will have jumped the start and a penalty will be assessed. A rider who jumps the start will be moved to the penalty line (the row following the last row of riders). Riders who jump the line just prior to the start will be penalized a minimum of four finish positions, and at the discretion of the race referee, may be disqualified and black-flagged out of the event while the race continues. In all restarts, a rider at the penalty line must continue to start from the same position on the penalty line.

9. Pro/Am Events

- a. Rider Eligibility
 - (1) Riders who hold or have previously held an A classification or a Pro license from a recognized motorcycle race sanctioning body within the past two years may enter Pro/Am classes.
 - (2) Pro riders aren't eligible for any factory contingency awards for the event unless otherwise stated in the contingency program guidelines or rules.

- (3) Any rider entered in any of the Pro/Am classes isn't eligible to race in any amateur class except an A class.
- b. Classes: The following classes are allowed unlimited modifications unless otherwise noted.
 - (1) Open Pro/Am: Single-cylinder machines with a displacement of 250cc - unlimited, or twin-cylinder machines with a displacement of 250cc - 575cc.
 - (2) 450 Pro/Am: Single-cylinder machines a displacement of 125 - 250cc 2-stroke, 250 - 450cc 4-strokes or twin-cylinder machines with a displacement of 250cc - 450cc.
 - (3) 250 Pro/Am: Single-cylinder machines a displacement of 125 - 144cc 2-stroke or 200 - 250cc 4-strokes.
 - (4) ATV Pro/Am: Pro or Expert rider, unlimited displacement single- or twin-cylinder machines. Stock frame and ATV engine cases from the original manufacturer of that make and model are required. OEM frames may have material added for strength; these changes shall not affect frame geometry. Minimum age is 16.

P. Land Speed Racing

Land speed racing is a contest of speed from a rolling start to a finish line over a measured distance of a mile. The course is a mile in length with any combination of run-up and run-off area and must be straight with a smooth surface. There must be sufficient distance beyond the finish line (a minimum of a mile) to allow a safe stop.

In addition to this rulebook, AMA-sanctioned land speed racing meets will use a set of AMA-approved supplementary regulations, available at www.AmericanMotorcyclist.com > Racing.

SECTION 3.4

DIRT TRACK STAGGERED START PROCEDURE

- A. When called to the starting line, the leader will pick his starting position.
 - 1. For heat races, the leader may only choose the inside or outside positions.
 - 2. For semis and main events, the leader may choose to start in any position within the designated starting area.
- B. The next rider in line will start to the leaders outside, if possible. If not possible, that rider will be moved to the inside of the rider who has the first pick. That rider will line up approximately 3 feet over with his front wheel in a horizontal line approximately 1 foot behind the rear wheel of the first rider.
- C. This procedure will follow suit until all starting positions are utilized.

SECTION 3.5

DIRT TRACK GRAND CHAMPIONSHIP RULES

- A. AMA Pro Racing license holders must wait one full year after their pro license expires to be eligible for Amateur National competition.
- B. If one or more main events can't be run, results will be awarded based on heat and/or semi results.
- C. Five entries minimum are required to make a class.
- D. Knobby tires will NOT be permitted.
- E. Only riders who qualify for main events will receive points.
- F. All riders who qualify for a main event but are unable to start will receive seven points which is equal to a 12th place finish position.
- G. Riders who are disqualified from a main event won't receive points.
- H. Ties in the final standings will be broken for 1st, 2nd and 3rd places only. The first tiebreaker is the better finish in the final main event in the class. The second tiebreaker is the better finish in the next to last main event in the class, etc. If the main events are run in an order different than originally scheduled, e.g. because of a rain delay, the actual order in which the races took place will apply.
- I. The motorcycle the rider brings to the starting line for his/her first event is considered the qualified motorcycle for that day's meet.

SECTION 3.6 RECOMMENDED TRACK RACING PAYOUT SCHEDULE

RECOMMENDED PAYOUT STRUCTURE FOR PRO-AM DIRT TRACK

Number of riders in class >	10	17	16	15	14	13	12	11	10	9	8	7	6	5	4
FINISH POSITION															
1st	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%
2nd	16%	17%	17%	17%	18%	18%	18%	19%	20%	20%	20%	21%	23%	26%	28%
3rd	10%	10%	11%	11%	11%	12%	13%	13%	14%	15%	15%	17%	20%	23%	26%
4th	8%	8%	8%	9%	9%	9%	9%	9%	9%	10%	10%	11%	11%	12%	16%
5th	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	8%	9%	9%	9%	
6th	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	7%	7%	7%		
7th	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%		
8th	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%			
9th	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%					
10th	2%	2%	2%	2%	2%	2%	2%	2%	2%						
11th	2%	2%	2%	2%	2%	2%	2%	2%							
12th	1%	1%	1%	1%	1%	1%	1%								
13th	1%	1%	1%	1%	1%	1%									
14th	1%	1%	1%	1%	1%										
15th	1%	1%	1%	1%											
16th	1%	1%	1%												
17th	1%	1%													
18th	1%														

SECTION 3.7

VINTAGE DIRT TRACK

A. EQUIPMENT

1. Standard flat track front spools and real knock off wheels are allowed on all no-brake machines.
2. OEM, like make and model = parts or accessories from the same make and model motorcycle. No mixing or matching different makes or model parts or accessories. Different year parts from the same make and model are allowed.
3. Era correct = parts or accessories that were made in the time period or similar reproductions.
4. 1969-1976 any brakes – 2 pistons max.
5. No hydraulic clutches in any classes.
6. All drain plugs must be safety wired. No exceptions.
7. All axles and swing arm pivots must be steel.
8. All 2-stroke machines must have a packed silencer.
9. No front fenders allowed on any machine.
10. No electrical engine monitoring or management systems.
11. Restrictor requirements for all RS750 Hondas and XR750 Harley-Davidsons: must be equipped with restrictor plates, one per cylinder the restrictor plate is a 1/8 (0.125" or 3.175mm) inch thick plate, containing a round 33mm (1.299") hole in the center of the air path. The hole must have square corners (no radius or chamfer on either side) the minimum size for carburetors is 38mm. the restrictor plate must be installed directly at the rear end and in contact with the carburetor casting the manifold on the cylinder head side of the restrictor plate must have a minimum inside diameter of 35mm for a distance of 1" in contact with the restrictor plate.

B. CLASSES

1. FACTORY WARS (BRAKELESS) CLASS: PRE 1951 750cc side valve or 500cc overhead valve 4 stroke only.
 - a. No brakes in oval competition. Brakes in TT racing only.
 - b. Front tire-2.70x7.0 or 4:00 maximum.
 - c. Front rim-wm-3 2.15" maximum, spoke type only. No mag type wheels.
 - d. Rear tire-2.70x7.0 or 4:00 maximum.

- e. Rear rim-wm-3 2.15" maximum, spoke type only. No mag type wheels.
 - f. Forks-OEM. Era correct stiffening allowed. No adjustable triple clamps.
 - g. Gas tank-OEM.
 - h. Frame-OEM. Era correct stiffening allowed.
 - i. Seat-era correct.
 - j. Oil tank-OEM.
 - k. Motor-mfg. Must match frame and forks. Like make and model.
 - l. Head-OEM, like, make and model.
 - m. Cylinder-OEM, like, make and model .080 overbore and mfg. stroke.
 - n. Cases-OEM, like make and model.
 - o. Ignition-era correct. Aftermarket ignitions allowed.
 - p. Carburetor-era correct OEM or Linkert M&S series, Amal type 29, 76, and 276 TT, RN no Mikuni's or Kehin's.
 - q. Restrictors-none.
 - r. Transmission- OEM, like make and model. 4 speed max. No foot shift or hand clutch.
 - s. Conversions on bikes originally hand shift.
 - t. No military hand clutch conversions.
 - u. Shocks-rigid rear suspension only.
 - v. Exhaust-era correct.
 - w. TT brakes front-OEM, like make and model drum only.
 - x. TT brakes rear-OEM, like make and model, mechanical drum only.
 - y. 80ci limit in TT racing only OEM mfg. Bore and stroke.
2. 250 IRONMAN (BRAKELESS) CLASS: 1952-1968 0-250cc 2-stroke or 4-stroke
- a. No brakes in oval competition. Brakes in TT racing only.
 - b. Front tire-2.70x7.0 or 4:00 maximum.
 - c. Front rim-wm-3 2.15" maximum. Spoke type only, no

- mag type wheels.
- d. Rear tire-2.70x7.0 or 4:00 maximum.
 - e. Rear rim wm-3 2.15" maximum. Spoke type only, no mag type wheels.
 - f. Forks-OEM or era correct. 35mm max dia. Conventional design only.
 - g. No adjustable triple clamps.
 - h. Gas tank-era correct.
 - i. Frame-OEM twin shock or rigid. Aftermarket rigid frames only.
 - j. Seat-OEM or era correct.
 - k. Oil tank-OEM or era correct.
 - l. Motor-mfg. Approved for competition.
 - m. Head-OEM, like, make and model.
 - n. Cylinder- OEM, like, make and model .080 overbore and mfg. stroke.
 - o. Cases-OEM, like make and model.
 - p. Ignition-era correct. Aftermarket ignitions allowed.
 - q. Carburetor-era correct 32mm maximum for singles 28mm for twins. Linkert M&S series, Tillotsen, Del 'Orto ssi, Amal mono block, Concentric, GP and TT, Irz 32mm, Mikuni vm flange mounts or spigot mount round slides. No flat slides allowed.
 - r. Restrictors-no reed valves.
 - s. Transmission-OEM, like make and model. 5 speed max.
 - t. Shocks-OEM or era correct. No piggy back shocks.
 - u. Exhaust-era correct.
 - v. TT brakes front-mechanical drum only. Era correct.
3. 750 IRONMAN (Brakeless) CLASS: 1952-1968 251cc-750cc 4 stroke side valve or 251cc-500cc overhead valve, 2 or 4 stroke.
- a. No brakes in oval competition. Brakes in TT racing only.
 - b. Front tire-2.70x7.0 or 4:00 maximum.
 - c. Front rim-wm-3 2.15" maximum spoke type only, no mag type wheels.

- d. Rear tire-2.70x7.0 or 4:00 maximum.
 - e. Rear rim wm-3 2.15" maximum spoke type only, no mag type wheels.
 - f. Forks-OEM or era correct. 35mm max dia. Conventional design only. No adjustable triple clamps.
 - g. Gas tank- era correct.
 - h. Frame-OEM twin shock or rigid. Aftermarket frames rigid only.
 - i. Seat-era correct.
 - j. Oil tank-era correct.
 - k. Motor-mfg. Approved for competition.
 - l. Head-OEM, like, make and model.
 - m. Cylinder- OEM, like, make and model .080 overbore and mfg. stroke.
 - n. Cases-OEM, like make and model.
 - o. Ignition-OEM or era correct. Aftermarket ignitions allowed.
 - p. Carburetor-OEM or Linkert M&S series, Tillotsen, Del'Orto ssi, Amal monoblock and Concentric, GP, and TT, irz 32mm. Mikuni vm flange mount or spigot mount round slides. No flat slides allowed.
 - q. Restrictors- no reed valves.
 - r. Transmission-OEM, like make and model. 4 speed max.
 - s. Shocks-OEM or era correct. No piggy back shocks.
 - t. Exhaust-era correct.
 - u. TT brakes front-mechanical drum only era correct.
 - v. TT brakes rear-mechanical drum only era correct.
 - w. TT racing 900cc maximum displacement.
4. 250 HOTSHOE CLASS: 1969-1976 175cc-250cc 2 stroke singles only. 4 stroke singles and twins are allowed.
- a. Rear brakes mandatory. No front brakes in oval competition.
 - b. Front tire-2.70x7.0 or 4:00 maximum.
 - c. Front rim-wm-3 2.15" maximum. Mag or spoke type allowed.

- d. Rear tire-2.70x7.0 or 4:00 maximum.
 - e. Rear rim wm-3 2.15" maximum. Mag or spoke type allowed.
 - f. Forks-OEM or era correct. 35mm max dia. Conventional design only no adjustable triple clamps. Fixed aluminum triple clamps allowed.
 - g. Gas tank- era correct.
 - h. Frame-OEM, modified allowed or era correct replacement. Twin shock or rigid.
 - i. Seat-era correct.
 - j. Oil tank-era correct.
 - k. Motor-mfg. Approved for competition.
 - l. Head-OEM, like, make and model.
 - m. Cylinder- OEM, like, make and model .080 overbore and mfg. stroke.
 - n. Cases-OEM, like make and model.
 - o. Ignition-era correct. Aftermarket ignitions allowed.
 - p. Carburetor-era correct. No mm limit. No Mikuni or Kiehin flat slides.
 - q. Restrictors-none.
 - r. Transmission- OEM, like make and model. 6 speed max.
 - s. Shocks-OEM or era correct. No piggy back shocks.
 - t. Exhaust-era correct.
 - u. TT brakes front-OEM or era correct disc, two piston max.
 - v. Brakes rear-OEM or era correct disc, two piston max.
5. 360 HOTSHOE CLASS: 1969-1976 251cc-360cc 2 stroke singles or 4 stroke singles and twins. 250cc twins in this class.
- a. Rear brakes mandatory no front brakes in oval competition.
 - b. Front tire-2.70x7.0 or 4:00 maximum.
 - c. Front rim-wm-3 2.15" maximum. Spoke or mag type allowed.
 - d. Rear tire-2.70x7.0 or 4:00 maximum.

- e. Rear rim wm-3 2.15" maximum. Spoke or mag type allowed.
 - f. Forks-OEM or era correct. 35mm max dia. Conventional design only. No adjustable triple clamps. Fixed aluminum triple clamps allowed.
 - g. Gas tank- era correct.
 - h. Frame-OEM, modified allowed or era correct replacement twin shock or rigid.
 - i. Seat-era correct.
 - j. Oil tank-era correct.
 - k. Motor-mfg. Approved for competition.
 - l. Head-OEM, like, make and model.
 - m. Cylinder-OEM, like, make and model .080
 - n. Cases-OEM, like make and mode.
 - o. Ignition-era correct. Aftermarket ignitions allowed.
 - p. Carburetor-era correct. No mm limit. No Mikuni or Kiehin flat slides.
 - q. Restrictors-none.
 - r. Transmission-OEM, like make and model. 5 speed max.
 - s. Shocks-OEM or era correct. No piggy back shocks.
 - t. Exhaust-era correct.
 - u. TT brakes front-OEM or era correct disc. 2 piston max.
 - v. Brakes rear-OEM or era correct disc. 2 pistons max.
6. 750 HOTSHOE CLASS: 1969-1976 335cc-750cc multi cylinder 2 or 4 stroke.
- a. Rear brakes mandatory. No front brakes in oval competition.
 - b. Front tire-2.70x7.0 or 4:00 maximum.
 - c. Front rim-wm-3 2.15" maximum. Spoke or mag type.
 - d. Rear tire-2.70x7.0 or 4:00 maximum.
 - e. Rear rim wm-3 2.15" maximum. Spoke or mag type.
 - f. Forks-OEM or era correct. 35mm max dia. Conventional design only. No adjustable triple clamps. Fixed aluminum allowed.

- g. Gas tank- era correct.
- h. Frame-OEM, modified allowed or era correct replacement twin shock or rigid.
- i. Seat-era correct.
- j. Oil tank-era correct.
- k. Motor-mfg. Approved for competition.
- l. Head-OEM, like, make and model.
- m. Cylinder-OEM, like, make and model .080 overbore and mfg. stroke.
- n. Cases-OEM, like make and model. Pre 1988 oil pump only on xr750's.
- o. Ignition-era correct. Aftermarket ignition allowed. No motoplant or pvl ignition on xr750's.
- p. Carburetor-era correct.
- q. Restrictors-none.
- r. Transmission-OEM, like make and model. 5 speed max.
- s. Shocks-OEM or era correct. No piggy back shocks.
- t. Exhaust-era correct.
- u. TT brakes front-OEM or era correct disc, 2 piston max.
- v. Brakes rear-OEM or era correct disc, 2 piston max.
- w. No 1989 or later engine components allowed on HD xr750's.

7. 250 MASTERS CLASS: 1977-1988: 250cc 2-stroke; singles only.

- a. Rear brakes-mandatory, no front brakes in oval competition. Front brakes in TT racing only.
- b. Front tire-2.75x7.0 or 4:00 maximum.
- c. Front rim-wm-6 3.50" maximum. Spoke or mag type.
- d. Rear tire-2.75x7.5 or 4:00 maximum.
- e. Rear rim-wm-6 3.50" maximum. Spoke or mag type.
- f. Forks-OEM or era correct. Any diameter, conventional design only adjustable triple clamps allowed.
- g. Gas tank-era correct.

- h. Frame-OEM, stiffening allowed or era correct replacement twin shock or Roberts mono shock, early C&J mono shock (horizontal shock on top of motor) Honda factory dirt track, rs linkage frame or Panther-Bolger linkage frame.
 - i. Seat-era correct.
 - j. Oil tank-era correct.
 - k. Motor- mfg. Approved for competition.
 - l. Head-OEM, like, make and model.
 - m. Cylinder-OEM, like, make and model .080 overbore and mfg. stroke.
 - n. Cases-OEM, like make and model.
 - o. Ignition-era correct.
 - p. Carburetor-era correct.
 - q. Restrictors-none.
 - r. Transmission-OEM like make and model. 5 speed max.
 - s. Shocks-OEM or era correct. Piggy backs allowed. No remote reservoirs.
 - t. Exhaust-era correct.
 - u. TT brakes front-OEM or era correct disc, multi piston allowed.
 - v. Brakes rear-OEM or era correct disc, multi piston allowed.
8. 500 MASTERS CLASS: 1977-1988; 504cc 4 stroke singles only.
- a. Rear brakes mandatory, no front brakes in oval competition. Front brakes in TT racing only.
 - b. Front tire-2.7x7.0 or 4:00 maximum.
 - c. Front rim-wm-6 3.50" maximum. Spoke or mag type rim.
 - d. Rear tire-2.75x7.5 or 4:00 maximum.
 - e. Rear rim wm-6 3.50" maximum. Spoke or mag type rim.
 - f. Forks-OEM or era correct. Any diameter, conventional design only adjustable triple clamps allowed.
 - g. Gas tank -era correct.

- h. Frame-OEM, stiffening allowed or era correct replacement twin shock or Roberts mono shock, early C&J mono shock (horizontal shock on top of motor) Honda factory dirt track, rs linkage frame or Panther-Bolger linkage frame.
 - i. Seat-era correct.
 - j. Oil tank-era correct.
 - k. Motor-mfg. Approved for competition.
 - l. Head-OEM, like, make and model.
 - m. Cylinder-OEM, like, make and model .080 overbore and mfg. stroke.
 - n. Cases-OEM, like make and model.
 - o. Ignition-era correct.
 - p. Carburetor-era correct.
 - q. Restrictors-none.
 - r. Transmission- OEM, like make and model. 5 speed max.
 - s. Shocks-OEM or era correct. Piggy backs allowed. No remote reservoirs.
 - t. Exhaust-era correct.
 - u. Brakes rear-OEM or era correct disc, multi piston allowed.
9. 750 MASTERS CLASS: 1977-1988 375CC-500cc 2 stroke singles: 504cc-600cc - 4 stroke singles: 501cc-750cc twins.
- a. Rear brakes mandatory. No front brakes in oval competition.
 - b. Front brakes in TT racing only.
 - c. Front tire-2.7x7.0 or 4:00 maximum.
 - d. Front rim-wm-6 3.50" maximum. Spoke or mag type allowed.
 - e. Rear tire-2.75x7.5 or 4:00 maximum.
 - f. Rear rim-wm-6 3.50" maximum. Spoke or mag type allowed.
 - g. Forks-OEM or era correct. Any diameter, conventional design only.
 - h. Gas tank-era correct.
 - i. Frame-OEM, stiffening allowed or era correct replacement twin shock or Roberts mono shock,

early C&J mono shock (horizontal shock on top of Motor) Honda factory dirt track, rs linkage frame or Panther-Bolger linkage frame.

- j. Seat-era correct.
- k. Oil tank-era correct.
- l. Motor-mfg. Approved for competition.
- m. Head-OEM, like, make and model no d port head on xr 750. Single plug only.
- n. Cylinder- OEM, like, make and model .080 overbore and mfg. stroke.
- o. Cases-OEM, like make and model. No big oil pump on xr 750's. 1988 or older oil pump only.
- p. Ignition-era correct, no motoplat or pvl on xr750's.
- q. Carburetors-singles, un-restricted. Xr750 and rs75 must have a 33mm intake restrictor and a 38mm or larger carb. All other twins no mm limit or restrictors required.
- r. Transmission-OEM, like make and model. 5 speed max.
- s. Shocks-OEM or era correct. Piggy backs allowed. No remote reservoirs.
- t. Exhaust-era correct.
- u. TT brakes front-OEM or era correct disc, multi piston allowed.
- v. Brakes rear-OEM or era correct disc, multi piston allowed.
- w. Any single cylinder 4 stroke approved for AMA competition before 1988 can be bored (no stroking) up to 600cc's and run un-restricted in this class.
- x. Any single cylinder 4 stroke over 600cc's must have a 38mm or smaller carburetor.
- y. HD xr750 may not use any 1989 or newer engine components.

10. HOT ROD SINGLES OPEN CLASS: Pre 1988 Open Singles 2 or 4 Stroke.

- a. Rear brakes mandatory.
- b. No front brakes in oval competition. Front brakes allowed in TT racing only.
- c. Engine cases only must be from a 1988 or earlier AMA approved for competition motorcycles.

11. HOT ROD MULTIS OPEN CLASS: Pre 1988 Open Multi Cylinders 2 Or 4 Stroke.
 - a. Rear brakes mandatory in oval competition.
 - b. No front brakes in oval competition. Front brakes allowed in TT racing only.
 - c. Engine cases only must be from a 1988 or earlier AMA approved for competition motorcycles.
12. 50+ AND 60+ VINTAGE OPEN ALL '69-'88 vintage legal and open legal bikes eligible.
 - a. Rear brakes mandatory in oval competition.
 - b. No front brakes in oval competition. Front brakes allowed in TT racing only.
 - c. Engine cases only must be from a 1988 or earlier AMA approved for competition.

SECTION 3.8

VINTAGE ROAD RACE

A. Entries

1. The minimum age for amateur riders is 18 years. The age of the rider is determined as of the date of the event.

B. Classes

Heritage	
1	Pre War
2	Class C Foot Shift
3	Class C Hand Shift

Grand Prix	
1	Grand Prix 500
2	Grand Prix 350
3	Grand Prix 250
4	Grand Prix 125

Vintage 50's/Euro-Am Twins	
1	Vintage 50's
2	Euro-American Twins

Clubman	
1	Clubman 750
2	Clubman 500
3	Clubman 350

70's GP	
1	70's Vintage Challenge
2	70's GP750
3	70's GP500
4	70's GP250
5	70's GP125

Clubman	
1	Clubman 750
2	Clubman 500
3	Clubman 350

Novice GP	
1	Novice GP Lightweight
2	Novice GP Heavyweight

Original Superbike	
1	Original Superbike Heavyweight
2	Original Superbike Middleweight
3	Original Superbike Lightweight

Gen X Superbike	
1	Gen X Superbike Heavyweight
2	Gen X Superbike Lightweight

Modern Classes	
1	90's Superbike
2	90's Supersport
3	STARS HW
4	STARS MW
5	STARS LW
6	STARS Thruxtons
7	Formula Singles
8	Formula GP Heavyweight
9	Formula GP Lightweight
10	Mega Twins and Triples (MTT)

Vintage SuperTwins	
	Sidecar
	Novice GP Super Lightweight

C. GENERAL TECHNICAL REQUIREMENTS

1. Materials and Design: Frames, swing-arms, forks must be of period design and materials; any design not clearly documented as a period design must be submitted for written approval at least thirty (30) days prior to competition. Forks must be of a type, size, and style available during the period: no post-period modifications. Rear suspension units must be of a type available during the period.
2. Competitors must bring their motorcycles to Tech for inspection.
3. Every competition machine must be ready to race when it is brought to technical inspection.
4. By participating in the event, the rider implies complete willingness to conform to all rules. Passing Technical Inspection does not give a competition machine or competitor immunity from protest; if the Technical Inspector does not notice an illegal modification or a failure to conform to the rules, the rider is still responsible for the competition machine meeting all requirements; be it their own or borrowed.

The Technical Inspector must inspect and pass every machine before it will be allowed on the track. The Technical Inspector will reject any competition machine that does not meet rule requirements. A Technical Inspector may, at any time, re-inspect any competition machine and revoke approval if the machine no longer meets rule requirements. The Technical Inspector may at his discretion allow a "Temporary Fix" for a particular race.

Any rider who takes his or her competition machine onto

the racecourse when the competition machine does not meet the rules 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 competition machine.

5. Tech Stickers must be affixed near the left corner of the windscreen for the duration of the event. Competitors must obtain a Tech Sticker before going on course.
6. 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 Chief Technical Inspector for that event). The rider must provide the damaged or broken part(s) along with a written request to the Chief Technical Inspector of the meet and receive approval for said fix. This allowance will be limited to that event.
7. All competition machines must meet rule requirements. A competition machine will not pass Technical Inspection and will not be marked with a Tech Sticker until the competition machine is in complete compliance. 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.
8. The following item must be safety wired, or secured in a manner approved by Tech:
9. Safety wiring of critical components required. Wire manufactured for the purpose of lock wiring must be used. Stainless steel type with a diameter of 0.025 or 0.032" is common. .020" safety wire on large parts is prohibited, it can only be used on small tightly spaced fasteners.
 - a. Anything that holds fluid in should be lock wired, for example: oil filler, level plugs, line bore plugs, oil filter bolts and drains, external oil lines and oil drains, covers with only 2 or 3 securing screws. External oil filters (spin on types) must be clamped with a hose clamp and securely safety wired to ensure they will not spin off.
 - b. All catch tanks must have at least an 8 oz. capacity and be situated so they will not normally overflow unless more than 2/3 full.
 - c. All fork drains must be safely wired or securely taped or sealed with silicone.
 - d. All brake stay bolts, brake torque arm bolts, brake actuating lever bolts, and caliper-mounting hardware must be lock wired or secured with a cotter pin.
 - e. All brake rods and cables with threaded adjusters must be wired or cotter pinned to prevent loss of adjuster nut.
 - f. Axle nuts must be lock wired or secured with a cotter

pin.

- g. Exhaust systems must be securely mounted and bolts lock wired. A secondary security system is encouraged. All exhaust systems must not have any sharp ends or parts.
 - h. Wire or secure all outer throttle cable housing, both ends. All throttles must snap shut without assistance at any steering position.
 - i. Control cables and wires must be secured with either "zip tie" wraps or safety wire.
 - j. Master link clip must be installed with the open end of the clip installed pointing away from the direction of chain travel, and the clip must be lock wired.
 - k. Foot pegs with rubber covers must be lock wired or cotter pinned.
 - l. Metal tire valve stem caps must be used.
 - m. xiv. All turn signals, luggage racks, mirrors, non-essential brackets, braces, grab rails, center and side stands must be removed.
 - n. All machines must have an operating kill switch.
 - o. Steering, brakes, and controls must be properly adjusted. Steering stops must be fitted to prevent clip-ons, handlebars or controls from contacting fuel tank or fairing at full steering lock in either direction.
10. Catch-cans must be fitted to keep any fluids from spilling onto the racing surface.
11. Water cooled engines may use plain water, or water with Redline (or similar product, call AMA for verification) cooling system rust and corrosion inhibitor at 0.5 ounces per quart of plain water concentration, Silkolene Pro CCA (Corrosion Control Additive) is also allowed. Glycol based antifreezes are prohibited.
12. Only one engine at a time may be used.
13. Only gasoline may be used as a competition machine fuel. Nothing may be added to the gasoline except commercially available, approved octane boosters and lubricating oils. Gasoline is defined per the AMA Racing Rulebook.
14. All competition machines must have an operating and marked engine kill switch on the handlebars. Dead man tethers are allowed and are suggested.
15. All competition machines must have a self-closing throttle and operating front and rear brakes.
16. Kick-start levers are allowed to remain on the machine.

17. Glass and plastic lenses must be taped. Clear tape may not be used.
18. Side and center stands must be removed.
19. A steering damper is optional on all 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.
20. The license plate and bracket(s) must be removed.
21. Items are deemed safe only if secured in a visible, approved manner. Aircraft nuts, locknuts, Locktite® or similar compound is not acceptable.
22. The seat or fender must extend toward the rear, past a line drawn vertically through the rear axle.
23. The rider, in position, must be fully visible from the side and top. Transparent material may not be used to circumvent this rule. No streamlining may be attached to the rider or helmet.
24. The machine must be clean.
25. 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 in any class unless they have been manufactured by a D.O.T. approved facility in compliance with CFR 571 and are tested using Laser Shearography during the manufacturing process. Glued, pre-cured retreads are not allowed.
26. Tire valve caps must be used and should be metal or hard plastic.
27. If speedometer and tachometer cables are installed, they must be safety wired.
28. Side covers that "snap-on" must be removed, wired, taped or bolted in place.
29. Glass headlight covers must be removed. Plastic may be taped over or removed.
30. Clutch and Brake levers must have at least a 1/2" ball on the end.
31. 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.
32. Belly pans are required on all competition machines. The belly pan should be constructed of a suitable material (i.e. steel, aluminum or fiberglass) and be of a sufficient size and depth to adequately cover the surface area of the bottom plane of the motor and have the ability to contain at

least 3 quarts of oil. The belly pan must be affixed to the chassis at a minimum of three points and must contain an absorbent material created for the sole purpose of containing oil. 2-stroke and dry sump machines must use a pan with a minimum capacity of one quart, or approved oil absorbing material with a screen backing and fastened in a secure manner.

33. 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.
34. Competition machines must carry three sets of numbers, one on the front and one on each side. Numbers must be a minimum of 4 inches high, be spaced $\frac{1}{2}$ inch apart and allow $\frac{1}{2}$ inch of unobstructed number plate/background border. Side number plate/background fields must be behind the rider on the machine's tail section or on the lowers on the side of the machine - they must be visible when the rider is in position on the machine. If the side numbers are displayed on the lowers they must have a $\frac{1}{8}$ inch minimum black line around the plate area outside of the required $\frac{1}{2}$ inch of number plate background. Single numbers on the top of the tail are allowed ONLY if the rider has numbers on each side of the lower as well. Numbers must be the rider's correct competition number. Machines not meeting number plate requirements will not pass technical inspection and/or will not be scored when racing. If you are found to have illegible numbers you may not race again until they are correct.

D. RIDER APPAREL

1. Rider Apparel will follow the AMA Racing Rulebook with the following clarifications.
 - a. Competition boots must be worn and must be no less than 8-inches in height. Gauntlet style racing gloves must be worn. All racing suits must be leather or Kevlar. All suits must be a one-piece garment for racing. Separate jackets and trousers are acceptable only if they zip or snap together to make one piece of clothing. Gloves and boots must be of a fit so there is no gap between them and the leathers. All competition apparel is subject to the judgment of the Technical Inspector or Race manager.
 - b. It is required that riders wear back protectors under their leather racing gear unless their racing gear is equipped with a back protector. In general, riders are encouraged to use any and all available protective material, which does not restrict safe operation of their machine.

E. GRIDGING

1. Competition machines will be gridded based on order of entry.
 - a. 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/light. OR
 b) A group or groups of machines will be separated into two or more waves (these waves may also contain multi row breaks); these waves will be started with each wave getting a separate green flag/light. 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 Starter, Race Director and Chief Registrar. All riders will be notified at the Riders' Meeting and on the grid sheets which races will contain wave starts.

- b. Racers will be given a first, second and third call for each class over the track loudspeaker system and or FM station. 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 white 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.
- c. Riders running in back to back sessions may have their second bike staged in the pit lane with the permission of the Grid/Pit Lane Officials. Riders must notify Grid/Pit Officials of back-to-back sessions so that Grid/Pit Officials may assist in the smooth change of motorcycles.

F. RACE PROCEDURES

1. 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. Disabled motorcycles will be retrieved ONLY by official track personnel.
2. If a race is red flagged after half of the total distance has been run (half way being defined as the entire field on the lead lap has received the half 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 the rider(s) deemed by officials to have caused the red flag will not be scored in the final results. In the event a race has been red flagged, the restarted event may be shortened at the discretion of the Race Director.
3. All events will run rain or shine unless the track is impassable or unsafe as determined by race officials.
4. All travel on the racetrack and pit lane will be ONE-WAY, in one direction. Riders must not travel backwards on the racetrack unless instructed to do so by race officials. Violators will be fined, and/or penalized.
5. Any rider who runs off the track must re-enter 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 penalties of a stop and go penalty and/or loss of laps and/or disqualification and/or fines.

6. In a race crash the rider and machine MUST be examined by a corner worker. Then and only then, the rider and machine must proceed directly to pit lane for a technical inspection by a Tech Official prior to being scored for any additional laps or completing the race. Only after these two 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 machines examination. The machine in question must be re-teched in its entirety by a Technical Inspector prior to the racer's next race.
7. Reckless weaving for any purpose, as defined by race officials, will be penalized by a fine and/or disqualification or suspension.
8. Tear-offs are allowed in all series and must only be removed on straightaways.
9. 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.
10. Any competitor intending to pull off the track must signal their intentions and must never cut across the track in front of other riders.
11. Competitors having a lap time of 1.2 x 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.
12. 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.
13. Wheelies in the pit or paddock area are not allowed. Offending riders will be penalized and or fined. Wheelies done on track in a manner that endangers other riders may cause the offending rider to be penalized.
14. It is the responsibility of each competitor to be aware of all information covered by the Rulebook, Supplemental Rules as well as any information covered at any Rider's Meeting.
15. The AMA reserves the right to impound and/or tear down any machine to check for class compliance at any time.
16. The AMA reserves the right to refuse participation in an event to any person for whatever reasons it deems appropriate.
17. Riders taking action to impede, harass or distract other riders on the track may, along with their Team, be penalized by a fine and/or disqualification or suspension.

18. AMA officials will determine the final finishing order in the case of a “photo finish”. The intent of this rule is to allow the officials to override any mistakes in scoring due to positions of transponder location, or possible error in the system that might happen when two bikes cross the line at nearly the same moment.
19. The speed limit off of the racing surface at all facilities (unless posted lower by the track) is 10 MPH. This pertains to all vehicles! This covers the entire Pit, Paddock and access roads etc.

G. START PROCEDURES

1. Race length will be dependent upon class and conditions. Race lengths will be posted in Tech.
2. Races may end early due to emergencies, clean up, or other unforeseen circumstances as ordered by the Race Director.
3. Jump-starts will be penalized. There will be a Start Judge assigned for the purpose of assessing starts.
4. Riders should be aware that the timing loop is located near the start / finish line. This may affect the lap count whenever a rider missed the warm up lap. Timing and Scoring may correct this by adding a lap at the direction of the Race Director. It is however, ultimately the competitor’s responsibility to notify the Race Director should this situation occur.
5. Five Board Start Procedure:
 - a. When the 5 Board is displayed racers in the assembly area may leave pit road, take ONE warm-up lap and report directly to their assigned grid position.
 - b. When the 4 Board is displayed racers still in the assembly area may still take ONE warm-up lap as described above.
 - c. When the 3 Board is displayed any racers still in the assembly area or not already on a warm-up lap must report directly to their assigned grid positions, without taking a warm-up lap; taking a warm-up lap when the 3 Board is displayed will cause the racer to forfeit his/her grid position and may be assessed a grid infraction penalty. The 3 board will be displayed when the first bike completing the warm-up lap has reached the last turn.
 - d. 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. A motorcycle already on the starting grid which stalls while the 2 Board is displayed may be restarted and returned to the assigned grid position, as long as the 2 Board

continues to be displayed.

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

H. FLAGS

- a. It is the rider's responsibility to know all flagging positions and suggest any changes in position. These suggestions need to be made before racing begins to be considered for that day.
- b. GREEN FLAG starts the race.
- c. WHITE/RED CROSS: Ambulance on course, passing is allowed. All stations will display the Ambulance flag as the ambulance enters the course. As the ambulance travels around the course, the Ambulance flag will be displayed around the course, but will be waved by the corner station(s) preceding the ambulance.
- d. 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.
- e. BLACK 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.
- f. BLACK FLAG W/ ORANGE DOT (Meatball 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 rider's machine or have a talk with the rider. In most cases, the offending rider's number will be displayed on a board at start/finish.
- g. 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 a waving yellow flag is NOT allowed and the offending rider will be assessed a penalty.

- h. **YELLOW/RED STRIPED FLAG:** Indicates debris on the track surface. The corner worker will attempt to point to the debris on the track. Also may be used folded into a triangle to point at riders who have an issue with their machine. If pointed at a rider they must pull off the racing surface as soon as safely possible and proceed to a corner station for further instruction.
- i. **GREEN/BLACK STRIPED FLAG:** Indicates a slippery surface.
- j. **WHITE & GREEN CROSSED FLAGS:** Displayed at start/finish, indicates the halfway point of the race.
- k. **WHITE FLAG:** Displayed at start/finish, indicates one lap remaining in the race.
- l. **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.

I. RESULTS POSTING

- a. Race Results will be available at Rider Information. This location will be announced at the Riders Meeting.

J. AMA VINTAGE ROAD RACING CLASS STRUCTURE

- 1. **Materials and Design:** Frames, swing-arms, forks must be of period design and materials; any design not clearly documented as a period design must be submitted for written approval at least thirty (30) days prior to competition. Forks must be of a type, size, and style available during the period: no post-period modifications. Rear suspension units must be of a type available during the period.
 - a. **Heritage Classes**
 - (1) **Engines:** Internal modifications are allowed. Maximum over bore is 0.080".
 - (2) **Carburetor:** Period design.
 - (3) **Gearbox:** As it came from OEM no more than 4 speeds.
 - (4) **Frame and Swing Arm:** Must be of steel construction and period design. Norton featherbed frame is not permitted.
 - (5) **Forks:** Period design.
 - (6) **Brakes:** Drum only must be original equipment

or a maximum brake diameter 8.75" with a maximum width of 1.75".

- (7) Bodywork: No fairing permitted.
- (8) Tires and Wheels: Minimum wheel diameter 16" spoke wheels with a max width tire of 130mm. No slicks.
- b. Pre-War – Machine built before December 1941 hand or foot shift. OHV to 500cc and side valve machines to 750cc.
- c. Class C Foot and Hand Shift – Machines built before 1951 following AMA class C rules of the era. Any overhead valve operation up to 500cc and side valve to 750cc. 750cc machines must be hand shift. Hand shift and foot shift will be scored separately.
- d. Grand Prix
 - (1) Engines: Internal modifications are allowed. OEM liquid cooled engines are allowed but are bumped into the next larger class. Overbore limits are 0.080" for singles, 0.060" for twins, 0.030" for triples and 0.020" for four cylinder machines.
 - (2) Carburetor: Period design.
 - (3) Gearbox: May be updated maximum of 6 speeds.
 - (4) Frame and Swing Arm: Must be of steel construction and period design.
 - (5) Forks: Maximum of 35mm in diameter.
 - (6) Brakes: Drum only.
 - (7) Bodywork: Must be period style and made from period materials. No carbon composites.
 - (8) Tires and Wheels: Minimum 18" spoke wheels with a max width tire of 130mm. No slicks.
- f. Grand Prix 500 – Pre 1968 air-cooled 500cc four-strokes, and side valve to 750cc.
- g. Grand Prix 350 – Pre 1968 air-cooled 350cc four-strokes, 350cc single cylinder and 350cc twin cylinder two-strokes but two stroke twins 250cc to 350cc must use original equipped carburetor.
- h. Grand Prix 250 – Pre 1968 air-cooled 250cc four-strokes, 250cc single cylinder and 250cc twin cylinder two-strokes. Production road racers 250cc twin cylinder two-strokes must use original equipped carburetor.
- i. Grand Prix 125 – Pre 1968 air-cooled 250cc OHV,

200cc OHC four-strokes, 175cc two-strokes. 250cc machines are limited to a maximum 30mm carburetor and wet clutch.

- j. Vintage 50's and Euro-American Twins Classes
 - (1) Engines: Internal modifications are allowed. Engine stroke must remain stock. Maximum overbore for singles is 0.080 and twins is 0.060".
 - (2) Carburetor: Period design.
 - (3) Gearbox: Vintage 50's maximum of 4 speeds.
 - (4) Frame and Swing Arm: Must be of steel construction and period design.
 - (5) Forks: Maximum of 35mm in diameter.
 - (6) Brakes: Drum only two shoe type. Bikes may use four shoe type if originally equipped with bike.
 - (7) Bodywork: Vintage 50's fairings are not permitted, only fork mounted number plate cowl is allowed. EAT may use fairings they must be period style and made from period materials. No carbon composites.
 - (8) Tires and Wheels: Minimum 18" spoke wheels with a max width tire of 130mm. No slicks.
- k. Vintage 50"s – Pre 1960 500cc four-strokes OHC 650cc OHV and side valve to 750cc.
- l. Euro-American Twins (EAT) – Pre 1969 British, American and European made twin overhead valve to 750cc aftermarket heads are not permitted.
- m. Clubman
 - (1) Engines: Internal modifications are allowed. Aftermarket heads are not allowed. Max over bore is 0.060".
 - (2) Carburetion: Period design. Honda's may not use CR style carbs.
 - (3) Gearbox: Maybe updated maximum of 5 speeds.
 - (4) Frame: Must be of steel construction and period design. Aftermarket period design frames are allowed.
 - (5) Forks: 38mm maximum fork tube diameter.
 - (6) Brakes: Drum brakes required. Clubman 750 may use single sided disk up to 12" in diameter with period caliper.
 - (7) Bodywork: No fairing allowed.

- (8) Clip-on handlebars permitted.
- (9) Tires and Wheels: Minimum 18" spoke wheels with a max wide tire of 130mm. No slicks.
- n. Clubman 750 – Pre December, 31 1972 750cc Production street bikes four-stroke max three cylinders
- o. Clubman 500 – Pre December, 31 1972 500cc Production street bikes four-stroke max three cylinders.
- p. Clubman 350 – Pre December, 31 1972 350cc Production street bike four-stroke max three cylinders.
- q. 70's GP Classes
 - (1) Engines: Internal modifications are allowed. Overbore limits are 0.080" for singles, 0.060" for twins, 0.030" for triples and 0.020" for four cylinder machines.
 - (2) Carburation: Round slide only. Honda's may use CR style carbs.
 - (3) Gearbox: May be updated, maximum of 6 speeds.
 - (4) Frame: Steel construction, aftermarket period frames allowed and must be twin shock.
 - (5) Forks: Period design and size.
 - (6) Brakes: Single sided disc brakes with period two piston calipers allowed. 70's GP500 and up may use twin disc brakes.
 - (7) Clip-on handlebars permitted.
 - (8) Bodywork: Fully kitted GP fairings allowed.
 - (9) Tires and Wheels: Minimum 18" wheels. No slicks.
- r. 70's Vintage Challenge – Pre 1977 open to all 70's GP, and Clubman machines. Also allowed are liquid cooled production road racers up to 750cc.
- s. 70's GP750 – Pre 1975 750cc four-strokes only air-cooled.
- t. 70's GP500 – Pre 1977 Air-cooled 500cc two or four-stroke. 250cc liquid cooled two-strokes.
- u. 70's GP250 – Pre 1977 Air-cooled 250cc two-stroke multis, 350cc two-stroke singles, and 350cc four-stroke multis. 25cc liquid cooled two strokes.

- v. 70's GP125 – Pre 1979 Air-cooled 125cc two-stroke production road racers, 200cc two-stroke street bikes or motocross bikes.
- w. Novice GP Class - This class will be open for any rider on a pre-December, 31 1972 production machine and the classes will be Light and Heavy Weight.

This class is set up for beginner riders that have raced for less than one complete year. Riders may ride any Clubman eligible machine. Also if the grids are large the class will be segmented by engine capacity.

- x. Novice GP Lightweight class – has a maximum displacement of 500cc four-strokes and 350cc two-strokes.
- y. Novice GP Heavyweight – open OEM displacement.
- z. Original Superbike Classes

- (1) Engines: Internal modifications are allowed. Aftermarket heads, cylinders and cranks are not allowed. Engine must match frame model, and must be air-cooled four-stroke. No overbore beyond the listed displacement.
- (2) Carburetion: Round slide only no flat slides.
- (3) Gearbox: No modification can be made.
- (4) Frame: Stock frame must be used, gussets and modifications are allowed. Aftermarket swing arms are allowed.
- (5) Forks: 41mm maximum fork tube diameter. Period style only.
- (6) Brakes: Twin disc and calipers with a maximum of two pistons.
- (7) Bodywork: No fairing allowed.
- (8) Clip-on handlebars are NOT permitted.
- (9) All street parts must be removed except headlight shell may be retained.
- (10) All bikes must be originally US version street legal machines.
 - aa. Original Superbike Heavyweight – Pre 1984 unlimited displacement pushrod and SOHC, 4 and 6 cylinder max displacement 1050cc.
 - bb. Original Superbike Middleweight – Pre 1984 pushrod twins to 1050cc, pushrod

triples and SOHC twins to 800cc, 4 cylinder machines to 700cc.

- cc. Original Superbike Lightweight – Pre 1984 single cylinder two valve to 590cc, single cylinder 4 valve to 520cc, pushrod twins to 650cc, 4 cylinders to 400cc, OHC twins to 500cc.
- dd. Gen X Superbike Classes
 - (1) Engines: Internal modifications are allowed. Aftermarket heads, cylinders and cranks are not allowed. Engine must match frame model. No overbore beyond the listed displacement.
 - (2) Carburetion: Flat slide allowed no EFI.
 - (3) Gearbox: No modification can be made.
 - (4) Frame: Stock frame must be used, gussets and modifications are allowed. Aftermarket swing arms are allowed.
 - (5) Forks: 46mm maximum fork tube diameter. Period style only. No inverted forks.
 - (6) Brakes: Twin disk and calipers with a maximum of four pistons.
 - (7) Bodywork: Must match OEM bodywork.
 - (8) Clip-on handlebars are permitted.
 - (9) All Street parts must be removed.
- ee. Gen X Superbike Heavyweight – Pre 1990 two valve per cylinder (VPC) to 1200cc, 4 VPC to 1100cc and 5VPC to 1050cc, liquid cooled two-strokes up to 750cc. Any factory road racer, two or four-stroke up to 750cc.
- ff. Gen X Superbike Lightweight – Pre 1990 unlimited displacement singles, air cool two-strokes up to 750cc, liquid cooled two-stroke to 410cc, air-cooled multis to 600cc, liquid cooled multis to 500cc, air-cooled twins to 750cc, liquid cooled twins to 650cc.
- gg. Vintage Super Twins – Per 1988 or like design twins with a maximum displace of 1000cc.

- (1) Engines: Internal modifications are allowed. Aftermarket heads, cylinders and cranks are allowed. Stock cylinder head configuration must be retained. Engine must match frame model. Must be air-cooled four-stroke with a maximum displacement of 1000cc.
- (2) Carburetion: Flat slide allowed and EFI is allowed on bikes originally produce with EFI in 1988 or earlier.
- (3) Gearbox: Unlimited modifications.
- (4) Frame: Aftermarket frames swing arms are allowed.
- (5) Forks: 54mm maximum fork tube diameter. Period style only.
- (6) Brakes: Twin metal disk brakes with no caliper restrictions.
- (7) Bodywork: Must match OEM period bodywork.
- (8) Clip-on handlebars are permitted.
- (9) All Street parts must be removed.

hh. The 90"s Classes

- (1) Engines: Internal modifications are allowed. Aftermarket heads, cylinders and cranks are not allowed. Engine must match frame model. No overbore beyond the listed displacement.
- (2) Carburetion: Flat slide allowed and EFI is allowed on bikes originally produce with EFI.
- (3) Gearbox: No modification can be made.
- (4) Frame: Stock frame must be used, gussets and modifications are allowed. Aftermarket swing arms are allowed.
- (5) Forks: 54mm maximum fork tube diameter. Period style only.
- (6) Brakes: Twin metal disk brakes with no caliper restrictions.
- (7) Bodywork: Must match OEM bodywork.

- (8) Clip-on handlebars are permitted.
- (9) All Street parts must be removed.
- ii. 90's Superbike – Pre 1996 unlimited displacement production street bikes, grand prix road racers up to 500cc.
- jj. 90's Supersport – Pre 1996 Four stroke production street bikes only, four cylinders 650cc max, twin cylinders 800cc max, air cooled twin cylinder 1200cc max.

Note: Eligibility - all vintage classes like design machines are eligible. For example if the cutoff date is December 31, 1950 and a particular model was produce from 1947 to 1953 you may run the 1953 machine as long as it is the same design as the 1947 machine.

kk. Modern Classes

- (1) Super Twins Amateur Racing Series (STARS) Heavyweight – Open displacement production based twins 900cc plus machines are limited to Supersport specifications.
- (2) STARS Middleweight – Liquid cooled engines 700cc to 750cc machines are limited to Supersport specifications, machines less than 700cc are limited to Superbike specifications. Air-cooled engines to 1200cc limited to Supersport specifications. Air-cooled push-rod twins to 1250cc limited to Superbike specifications. Twin cylinder machines only.
- (3) STARS Lightweight – Liquid cooled engines 600cc to 650cc limited to Supersport modifications, machines 550cc to 600cc limited to Superbike specifications and machines less than 550cc unlimited modifications. Air-cooled engines to 900cc and Supersport specifications. Twin cylinder machines only.
- (4) STARS Thruxtons – Superstock trim Triumph Thruxton 900cc machines built after 2004 with all street parts removed. No frame or engine modifications allowed other than air filter and exhaust.
- (5) Formula Singles – Open displacement four stroke singles.
- (6) Formula GP Heavyweight –Two-stroke 250cc liquid cooled or 500cc air-cooled twins open displacement for

singles GP kitted machines. Four-stroke single cylinder GP kitted machines of any displacement, must be naturally aspirated.

- (7) Formula GP Lightweight – Open displacement liquid or air-cooled two-stroke single cylinder machines GP kitted. Four-stroke single cylinder GP kitted machines up to 450cc. Four-stroke single cylinder supermoto machines up to 660cc (No fairings allowed for supermoto machines).
- (8) Mega Twins and Triples (MTT) – Open displacement twins and triples to 900cc, all are Superbike specifications. All modern bikes are eligible to bump into this class.

II. Sidecar Classes - Modern and vintage will run together but scored separately.

mm. Novice GP Super Lightweight - Maximum displacement of 100cc two or four-stroke.

Chapter 4

ALL-TERRAIN VEHICLES (ATVs)

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Questions regarding ATV Motocross Racing should be directed to mxracing@ama-cycle.org.

Questions regarding ATV Off-Road Racing should be directed to offroadracing@ama-cycle.org.

Questions regarding ATV Track Racing should be directed to trackracing@ama-cycle.org.

ATV Safety Alert

You should be aware that an ATV isn't a toy and may be dangerous to operate.

An ATV handles differently from other vehicles, including motorcycles and cars. According to the Consumer Product Safety Commission (CPSC), an ATV can roll over on the rider or violently throw the rider without warning. Even hitting a small rock, bump or hole at low speed can upset the ATV.

To avoid death or severe personal injury never ride an ATV without proper instruction. Take a training course. Beginning riders should receive training from a certified instructor.

Never lend your ATV to anyone who hasn't taken a training course or who hasn't been riding an ATV for at least a year.

Never allow a child under 16 to ride an ATV without adult supervision. Children need to be watched carefully because not all children have the strength, size, skill or judgment needed to ride an ATV safely.

Never ride an ATV after consuming alcohol or drugs.
Never carry a passenger on a single-rider vehicle. Carrying a passenger may upset the balance of the ATV and may cause it to go out of control.

Never ride an ATV on pavement. The vehicle isn't designed to be used on paved surfaces and may be difficult to control.

Never ride an ATV on a public road, even dirt or gravel one, because you may not be able to avoid colliding with other vehicles. Also, riding on a public road with an ATV may be against the law.

Never attempt to do wheelies, jumps or other stunts.

Never ride an ATV without a good helmet and goggles. You should also wear boots, gloves, heavy trousers and a long-sleeve shirt.

Never ride an ATV at excessive speeds.

Always be extremely careful when riding an ATV, especially when approaching hills, turns and obstacles and when riding on unfamiliar or rough terrain.

Always read the owner's manual carefully and follow the operating procedures described.

For more information about ATV safety, call the ATV Safety Institute at (800) 887-2877, or go to www.ATVSafety.org.

WARNING:

Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use motor vehicles.

SECTION 4.1

ATV RIDERS AND ELIGIBILITY

Special Note: Participants are solely responsible for their safety. AMA Competition and ATVA Memberships are interchangeable.

A. General

- a. All riders in AMA/ATVA-sanctioned competition are required to be AMA or ATVA members **or have an AMA issued one event pass**. AMA associate members can't participate in AMA-sanctioned competition.
- b. **Recognized district organizations and competition partners may require an additional membership in AMA/ATVA sanctioned meets they manage.**
- c. **The AMA does not require that a recognized district partner recognize the memberships offered from other recognized districts or competition partners. Any such arrangements shall be by mutual agreement between affected organizations.**
- d. Entry fees can be altered at the organizer's discretion for riders without specific series or event memberships.
- e. AMA-chartered clubs or organizers may collect a contestant's AMA membership card when they sign in and return the card at the end of the meet.
- f. The minimum age for amateur riders is 12. In all off-road events, a rider must be 14 or older to ride motorcycles above 250cc. The age of the rider is determined as of the date of the event, except in youth competition.
- g. Standard meets are open to all qualified AMA members without regard to the gender of the entrant.
- h. Recognized, non-recognized districts, **competition partners, organizers or series that require supplementary regulations** must submit any supplementary regulations to the AMA for approval prior to the first event of the year. Failure to do so may result in permanent loss of sanction. Supplemental rules must include any class structure not included in the AMA rulebook and won't include district or series information and district policies. Supplemental regulations must be submitted for approval for any deviation from the AMA regulations.
- i. At any meet, only A class riders (the highest rider classification) may compete for cash prizes. Any rider receiving a cash prize will be considered an A rider. Contingency isn't considered a cash prize.
- j. No rider under the legal age of majority in the state in which the meet takes place may compete without the written consent (signature on liability releases and entry forms) of his/her parents or legal guardians present at the meet. An authorized adult acting on behalf of the parents or legal guardians must provide a notarized statement indicating they have been given the authority by the parent or legal guardian to be responsible for the minor during the

meet. The parents, legal guardians or authorized adult must remain present while the AMA member he/she is responsible for is at the meet.

- k. All releases and notarized statements must be forwarded to the AMA with the referee report and/or injury report.
- l. All race personnel, officials, riders, mechanics, photographers and anyone associated with riders must not consume or be under the influence of intoxicants or drugs that could affect their normal mental or physical ability. Failure to comply may result in disqualification of the rider and/or a fine. Besides affecting the safety of the meet, any such use is inconsistent with the concept of good sportsmanship and is harmful to the sport of motorcycling.
- m. Riders and/or family and pit crew who direct foul and abusive language to an official of the sponsoring club, organizer, AMA official or District official are subject to disqualification for the entire meet.
- n. Each rider is responsible for the actions of his family and pit crew and any detrimental action by these individuals puts that rider at risk of disqualification.
- o. All riders and other race personnel must assess for themselves the track, facilities, existing conditions and other matters relating to safety. The AMA cannot and does not supervise any competition. All riders and race personnel must rely on their own judgment and assume all risks of participating in competition in any manner.
- p. Any member subject to disciplinary action by AMA Pro Racing, including a permanent revocation and loss of licensure to engage in professional competition, shall be ineligible to participate in any AMA sanctioned amateur competition.
- q. All riders of ATVs and participating in any AMA Amateur sanctioned meet will comply with the AMA Racing rule book.
- r. The rider must be able to control his/her ATV at all times, and to ride it safely. This includes stopping, starting, standing still, mounting and dismounting. The referee has the authority to disqualify a rider who can't safely control his/her ATV.

B. Riders and Classifications

- 1. Riders are responsible to enter only classes in which they are eligible. See Chapter 5 for the penalty.
- 2. The AMA, on the basis of participation and achievement in district level competition, shall classify riders unless otherwise provided by AMA rules. Rider classification shall be as follows:

Classification	Description
A	The highest classification
B	The classification preceding A
C	The classification preceding B

Additional entry-level classifications based upon the amount of rider participation at the district level in any particular district at any meet may establish classifications based on circumstances.

3. Participation in or advancement to a higher class in any AMA or non-AMA activity by any rider will result in permanent advancement to that higher class (in like activity) in all AMA sanctioned competition. (Like activity=TT to TT or Dirt track to Dirt track, etc.)
4. If a rider believes he/she is not capable of competing as the higher class rider, he/she may appeal (once per district season) in writing to his/her recognized district. Each case will be considered individually at a regular meeting of the district or regional organization. When the AMA is notified of the decision in writing, with a copy to the rider, the change in classification will become official. The AMA staff will consider appeals from riders without a recognized district organization.
 - a. Riders returned to a lower class are only those who officials consider completely non-competitive in the class they are leaving and will not dominate the class they are returning to.
 - b. A rider may return to a lower class only once.
 - c. A rider returning to competition after several years must request to be reverted as explained above and cannot move back a class automatically or without AMA or district permission.
 - d. Failure to comply will result in suspension or other disciplinary action.
5. Riders who race in MX, Enduro, Hare Scrambles, Hare & Hound and have different classifications in each type of racing, may not vary more than one level.
6. ATV & Motorcycle Rider classifications are not considered the same. Riders must achieve their classification in each separately.

C. Entries

1. Contestants must sign all entry blanks in ink. A organizer may refuse the entry of a rider who has not made arrangements to pay medical bills or ambulance bills incurred as a result of injuries at a previous meet sponsored by that organizer.
2. No more than one engine number can appear on an entry blank.
3. Organizers may establish advanced entry closing dates. Organizers may accept post entries with higher entry fees. In any case, the conditions of entry must appear in all advertisements.
4. Entrants may be removed from a meet for breaking any rules of conduct. Organizers and districts can't issue suspension of AMA competition privileges.

5. A youth or amateur entrant may use the same machine in more than one class on the same day, as long as the machine and rider meet the requirements of the class.
6. A rider must actually start an event to be considered a participant.

D. Youth Riders and Eligibility

WARNING: Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use motor vehicles.

1. Youth General

- a. To compete in a youth meet, an AMA member must be no younger than 4 and no older than 17. The referee or registrar may ask to see any rider's proof of age. Proof of age must be available at all meets or the rider is subject to disqualification.
- b. Parents, legal guardians or authorized adults must remain present at all times during the participation of an AMA member in any AMA-sanctioned youth meet.
 - (1) To authorize a minor to compete, parents, legal guardians or authorized adults must sign below the rider's signature on the entry form.
 - (2) The notarized authorization signed by the rider's parents or legal guardians giving responsibility to authorized adults must be kept on file with the rider's release form.
- c. The rider must be large enough and mature enough to control his machine at all times, and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting and putting one or both feet on the ground. The referee has the authority to disqualify a rider who can't safely control his/her ATV.
- d. A rider's age on Jan. 1 will determine their age for remainder of the year. A rider may move to the next higher age class within the youth division only if they will be eligible to do so at any time during the year.
- e. Once a rider moves to the next higher age class in AMA or non AMA competition, they may not move back to the lower age class. Riders are encouraged to determine at the beginning of the points season/year, in which age class they will participate for the points season/year. Points earned in a lower age class will not transfer to the higher age class.

2. Youth Entries

- b. When youth and amateur events are being run on the same day at the same location, youth entrants would be eligible to enter a maximum of three classes for the day.
- c. A youth entrant may use the same ATV in both youth and amateur events on the same day as long as the machine meets the engine displacement of the class

entered. Where District numbering systems are in effect, proper numbers must be displayed.

SECTION 4.2

ATV EQUIPMENT

Special Note: The American Motorcyclist Association doesn't inspect vehicles in AMA-sanctioned competition. Participants are solely responsible for the condition of their vehicles and their competence to operate them.

A. Approval of All-Terrain Vehicles (ATVs)

1. ATVs used in stock class competition must be approved by the AMA. Modified classes will run as indicated in the General Equipment Standards section.
2. For an ATV to be approved, the manufacturer must apply to the AMA, register the machine's specifications, provide photographs and prove that 100 identical, completed machines of the same model are available for sale to the general public at multiple dealer showrooms throughout all six AMA regions. AMA staff will verify production requirements. Application forms for ATV approval are available from the AMA. The approval procedure for the following model year will open Aug. 15 and must be completed no later than the following March 15. An approved list of ATVs will be made available by March 15 (Youth and Adult) on the ATVA/AMA Website and printed in the Official AMA/ATVA publications in the spring.
 - a. Manufacturers and distributors must have a sufficient quantity of spare parts to meet customer demand for a minimum of the current model year being approved. Any parts determined to be inadequate in design or construction may be upgraded by the OEM approval process, as defined by the AMA staff, and must be submitted no later than June 15 of the model year. AMA may require one unit of each approved model and/or upgraded part(s) to be provided for long-term parts comparison.
3. A list of currently approved models is available at www.AmericanMotorcyclist.com > Racing.

B. Stock Class Additional Equipment Standards

1. A list of currently approved models is available. To be eligible for a STOCK CLASS, the following can't be changed or modified:

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

- a. Cylinder re-plating is allowed but must retain the original manufacturer's bore.
- b. Changes to carburetor jetting are allowed.

- c. Clutch plates, pistons and piston rings may be aftermarket items as long as they maintain the stock shape, design and material of the OEM parts.
 - d. High-compression pistons aren't allowed.
 - e. All other internal engine components must be stock OEM parts.
 - f. Material may be added to the existing frame for strength, including welding. These changes shall not affect frame geometry.
 - g. OEM front and rear suspension can be altered with internal modifications only. Shock linkage and suspension spring rates may be changed to any commercially available part.
- 2. Any items not listed above may be changed or modified.
 - 3. Violations of the stock class rules as determined by the protest process or by the referee of the event will result in a disqualification from the event. A second violation of the stock class rules will result in a disqualification from the event and a suspension from AMA competition for one year. However, if a violation is deemed by the referee to be cosmetic in nature, with no performance advantage or willful misconduct involved, he may issue a warning or fine in lieu of disqualification.
 - 4. To be eligible for stock classes that use oil-injection systems, only oil may be put in the reservoir. Pre-mix gasoline is not allowed in the oil-injection system.

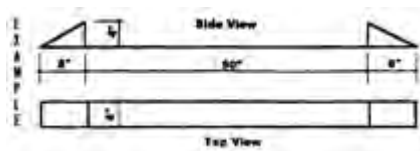
C. General Equipment Standards

Equipment used in sanctioned competition must meet the following standards, except as otherwise specifically provided for in this rulebook. When the rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same, so that the ATV components will perform safely in competition. All classes are considered modified unless stated otherwise.

- 1. Engines (Modified Classes)
 - a. All engines used in sanctioned competition must be production model ATV engines or single-cylinder production model motorcycle engines available for sale to the general public.
 - b. Classification will be according to the manufacturer's piston displacement specification for the make of ATV and/or engine.
 - c. ATVs must use the crankcases of the production engine. The use of sleeving, stroking or boring to change displacement classes is allowed.
 - d. Any crankshaft configuration may be used (180-degree firing, alternate firing, etc.).
 - e. Superchargers, turbochargers and nitrous oxide kits are prohibited.

- f. Open-class ATV hillclimb machines can use any ATV or motorcycle engine.
 - g. The actual displacement of a motor must be stamped on the side of the cylinder or engine case.
 - h. The displacement of the ATV may not exceed the class limit. Piston displacement specifications depend on the type of meet.
 - i. The frame with which a rider has qualified may not be changed, though engines may be.
 - j. Piston displacement may be measured using either of the following formulas:
 - (1) $V = [\pi] R^2 h$; 2 indicates the number is squared; (π) is 3.1416; R is 1/2 bore; and h is the measured stroke.
 - (2) $V = B^2 (.7854) (h)$; B is bore and h is stroke. (Bore X Bore X 0.7854 X stroke X number of cylinders.)

Note: If bore and stroke is in millimeters, divide the end product by 1,000 to convert to cubic centimeters (cc). If bore and stroke is in inches, multiply the end product by 16.387 to convert to cubic centimeters (cc).
2. All ATVs must use petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814. All gas must be stored in approved containers.
 3. Width
 - a. The width of the ATV will be considered legal provided that the wheels don't lift the spreader bar off the ground with the ATV in normal ride height, as the ATV is ridden between the 50-inch-wide spreader bar.
 - b. For hillclimb the width is a maximum of 52 inches.



4. Transmission
 - a. The gearbox is limited to the number of speeds of the approved ATV/motorcycle. However, machines originally equipped with fewer than six speeds may be increased to a maximum of six speeds.
 - b. All approved ATVs must be fitted with a transmission as catalogued and sold by the manufacturer of the ATV or motorcycle in question.
 - c. Specially fabricated clutch levers or pedals may be used. Clutch pedals must be rubber-covered.

- d. Starting systems may be removed, including kick lever, pedal, starter crank gear and starter shaft. Kick pedals must be of the folding type.
 - e. There are no limitations on gearing.
 - f. Full gearboxes are not required in sportsman and open class hillclimb meets.
5. Drain Plugs
- On road-race and supermoto machines, crankcase and transmission drain plugs must be safety wired.
6. Brakes
- a. Brakes, when required, must be manufactured and installed in a safe and workmanlike manner.
 - b. ATVs in all AMA competition shall have functional front and rear brakes unless the ATV was manufactured with just rear brakes. The machine must have all brakes as originally manufactured or better.
 - c. A brake or braking device doesn't mean a compression release, although compression releases may be installed in addition to brakes.
 - d. Brake ventilation is permitted.
7. Wheels and Axles
- a. Any type of wheel may be used in meets where brakes aren't required.
 - b. Aluminum wheel axles are permitted in ATV competition.
8. Frame
- a. For an ATV to be legal for the production class, the stock frame and ATV engine cases from the original ATV manufacturer of that make and model must be used. Only bolt-on components allowed.
 - b. ATV OEM frames in the stock and production classes may have material added for strength. These changes shall not affect frame geometry.
 - c. Frame parts must be manufactured in a safe and workmanlike manner, and any frame modifications also must be done in a workmanlike manner.
 - d. Titanium frames aren't allowed.
 - e. Footrests and levers
 - (1) Footrests must have a non-skid surface (knurled, serrated, rubber covered etc.).
 - (2) The top of the footrest may not be lower than the crankcase or frame, whichever is lower.
 - (3) Once qualified for the meet, the machine's frame may not be replaced.

9. Bumpers and Nerf Bars

- a. Suitable OEM floorboards or sidebars, known as Nerf Bars, are required either above or below the bottom frame rail in dirt track and motocross competition and are optional in all other forms of four-wheeled ATVs. They must be of a closed-loop design and not extend beyond a point of widest dimension of the vehicle when measured with a straight edge touching the front and rear tires. The bars should be covered with a material so as to prevent the rider's feet from going below the bars. Webbing or plastic mesh are accepted materials. No sharp protruding or open tubing ends are allowed. The bars should be securely mounted (welded or bolted) to the frame.
- b. All front bumpers must be of a tubular design with no sharp protruding edges. Mud screens are permitted as long as no sharp edges are exposed.

10. Handlebars and Controls

- a. All ATVs must be equipped with a functional tether type mechanical kill device attached to the vehicle and to the rider so that the engine ignition is cut off at any time when the rider becomes separated from the ATV.
- b. Handlebars must be made of steel, aluminum, titanium or another material approved by the AMA. Repaired, cracked or broken handlebars are prohibited. Handlebar mounts may be altered.
- c. Control levers must have ball ends at least a half inch in diameter.
- d. ATVs must be fitted with a self-closing throttle.

11. Front Suspension

- a. Front suspension must be adequate in strength and size for the ATV and its use.
- b. Fender brackets may be removed.
- c. A steering damper may be fitted in all types of competition.

12. Gas Tanks

- a. Except for ATVs used in hillclimb, gas tank capacity must be between 5 liters (1.32 gallons) and 24 liters (6.34 gallons). The gas tank must be manufactured and mounted in a safe and workmanlike manner.
- b. Leaking gas tanks or fittings, as well as temporary makeshift repairs, are prohibited.
- c. Commercially produced auxiliary tanks may be used. Seat tanks are prohibited unless originally supplied by the manufacturer.
- d. Gas tank vent lines must have a device that prevents gasoline from escaping.

13. Fenders

- a. The front fender and the rear portion of the rear fender may be removed, or special fenders may be fitted. However, any special fenders must be mounted securely and safely.
- b. Rear fenders must extend at least to a vertical line drawn through the rear axle.
- c. The addition of streamlined parts, shells, housings, air foils, wings or other devices intended solely for the purpose of streamlining are prohibited.
- d. ATVs raced on ice: In classes where studs are used, all ATVs must be fitted with protective fenders that extend at least 90 degrees beyond a vertical line through each axle. This rule applies to **front wheels only**. These protective fenders must be mounted securely and safely.
- e. All glass must be covered or taped on hillclimb, MX, and dirt-track ATVs.

14. Chain Guards

- a. A guard must completely enclose the primary drive. (The countershaft sprocket and primary back drive aren't considered parts of the primary drive.)
- b. A rear chain guard isn't required.

15. Exhaust System

- a. The exhaust system must be securely attached together and to the frame, and must remain in board of the riders' legs, either above or below the bottom frame rail, and not extending past the upper frame rail or beyond the grab bar when sitting on the ATV and must remain so until the end of the event.
- b. The discharge end of an exhaust system may not extend past the rear edge of the back tire, nor point so that it creates dust or interferes with the vision of another rider.
- c. When required, spark arresters shall remain in place throughout the event.
- d. Sound Limits and Procedures are in Appendix 6.2.

16. Tires

- a. The tread pattern of tires in scrambles, short track, dirt track, hillclimb and non-studded ice racing may be re-grooved or cut, provided it is done in a safe and workmanlike manner.
- b. Re-capped or retreaded tires are prohibited.
- c. No rubber or metal studs (or foreign materials) may be added to the tire tread, except for ice racing and hare scrambles studded classes.
- d. No paddle tires may be used for hillclimb or motocross.

- e. No liquid may be used as primary tire filler.
17. Number Plates
- a. All ATVs in MX or TT competition must have a vertical number plate mounted to the front bumper and a rear grab rail number plate. In other forms of competition, the number plates are optional.
 - b. Numbers shall be a minimum of 6-inch blocked numbers (no shading or outlining). The number plates and numbers shall be of contrasting colors, clear, legible and have a professional appearance. All numbers must be the same.
 - c. The number plates shall not be mounted to the handlebars for safety.
 - d. Wood or metal number plates are not permitted.
 - e. It is recommended that the rider put his number on back of his/her jersey or chest protector.
18. Use of electronic communication with the rider or use of a portable electronic device of any kind (i.e. digital music device) that would be considered a distraction while on the motorcycle during the meet is prohibited.
19. All riders should have a working, two-pound minimum, BC-rated, fire extinguisher in their pit area.

D. ATV Equipment Inspection

- 1. The referee has the power to disqualify any ATV that doesn't conform to the rules, and may inspect any part of an ATV entered in an AMA-sanctioned meet. A machine that passes a pre-race inspection is subject to further inspection or protest at any time during the race program.
- 2. A rider who refuses to turn over their machine for inspection or measurement at the request of the referee or meet officials is automatically disqualified from the meet.

E. Competition Apparel

- 1. Protective pants made of leather or other durable material and long sleeve jerseys must be worn in all competition. Protective pants and jacket must be worn for road race, dirt track, short track, and scrambles events. In short track and TT events, shoulder pads with long sleeve jerseys may be used in place of a jacket.
- 2. When riding vests or jerseys are used for rider identification, there must be an 8-inch number on the back, and the jersey and number must be of contrasting colors. Contrasting-colored leather jackets may be worn in place of a vest. Long sleeves must be worn in all competition.
- 3. Boots must be worn in all meets. They must be at least 8-inches high with any combination of laces, buckles or zippers, or specially designed and constructed for leg and foot protection.

4. All riders must utilize a shatterproof face shield or shatterproof goggles.
5. Wearing of Helmets: It is mandatory for all participants taking part in practice and races to wear a full face protective helmet. The helmet must be properly fastened, be of a good fit, and be in good condition. The helmet must have a chin strap type 'retention system'.

The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval:

USA:	Snell M2010 or DOT FMVSS 218
Europe:	ECE 22-05 'P', 'NP' or 'J'
Japan:	JIS T 8133 : 2007



Full Face Type Helmets



Open Face

All helmets must be intact and no alteration must have been made to their construction. The rider may perform the following checks before taking part in practice or the race: That the helmet fits well on the rider's head, that it is not possible to slip the retention system over the chin when fully fastened and, that it is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.

It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device and that all competitors display the following information on the base of the helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card and add any pertinent information such as epilepsy, diabetes, current medications and past medical problems.

SECTION 4.3

ATV MEETS

Special Note: The American Motorcyclist Association doesn't set engineering and design standards or inspect tracks used in AMA-sanctioned standard events. Participants are solely responsible for their safety at AMA-sanctioned meets and should assess their own ability to negotiate each individual track or course. Participants who doubt the competence of track officials, have concerns about the safety of the course, or their own ability to negotiate the course, or are uncertain about the condition of their vehicle, or doubt the competence of fellow competitors, should not participate and should request the return of their entry fee before competitive activity begins.

A. General Rules of the Meet

For specific discipline race rules please refer to the appropriate section of this rulebook.

B. Youth - General Rules of the Meet

WARNING: Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use motor vehicles.

For specific discipline race rules please refer to the appropriate section of this rulebook.

Two riders may use the same machine, provided they are entered in different classes (such as a 90cc stock machine ridden in the 90cc production and modified class).

C. Race Rules

For specific discipline race rules please refer to the appropriate section of this rulebook.

1. All AMA rules apply to ATVs as well as motorcycles, as defined in this ATV Chapter or Supplemental Rules. All class structures should be based on the ATV Chapter listings. ATV age restrictions must be followed.
2. The complete engine that a rider has qualified with may be changed, providing that it is replaced with an engine of the same make, model and displacement. Repairs may be made or parts replaced as necessary during a meet.
3. A minimum 6-inch space between vehicles must be provided on the starting line. No sharing of a single gate.
4. Starting positions aren't transferable from one rider to another.

D. Claiming

ATV class equipment is excluded from the claiming rule.

E. Recognized Classes for ATV Competition

1. For an ATV to be eligible for the stock or production classes, the machine must comply with the approval rules in the ATV Chapter.

2. Any rider on an ATV who violates an age restriction in an AMA sanctioned event shall receive a one-year (12-month) suspension.
3. Amateur 4-wheel (15 years and older). The below classes may be offered as A, B and/or C.

For a 15 year old to be eligible for amateur four-wheel classes, the rider must meet the following criteria: With rider in normal riding position with hands on the handlebars, there must be a bend in the elbows, fingers must reach all control levers. A rider in a standing position on foot pegs must have 3 inches of space between seat and rider inseam.

Class	Engine size	Engine type
1: 265cc 2-stroke	91cc - 265cc	2-stroke
2: 265cc - Open, 2-stroke	265cc - open	2-stroke
3: 450cc 4-stroke	91cc - 450cc	4-stroke
4: 451 - Open, 4-stroke	451cc - open	4-stroke
5: 450cc 4-stroke Production	91cc - 450cc	4-stroke
6: Open 4-stroke Production	451cc - open	4-stroke
7: 200cc/300cc	91cc - 200cc	2-stroke
	91cc - 300cc	4-stroke
8: Open 2-stroke	91cc - open	2-stroke
9: Open 4-stroke	91cc - open	4-stroke
10: Open	91cc - open	any
11: Stock Open	91cc - open	any
12: Utility Open-originally equipped with racks	91cc - open	any
13: Women's	91cc - open	any
14: 16-24 yrs	91cc - open	any
15: 25+ yrs	91cc - open	any
16: 30+ yrs	91cc - open	any
17: 40+ yrs	91cc - open	any
18: 50+ yrs	91cc - open	any

4. Hillclimb ATV Classes

Class	Engine size	Engine type
450 2-Stroke	0cc - 450cc	2-stroke
450 4-Stroke	0cc - 450cc	4-stroke
Open 2-Stroke	451cc - Open	2-stroke
Open 4-Stroke	451cc - Open	4-stroke
Open ATV	0cc - Open	Open
ATV Vet 40+	0cc - Open	Open

ATV regulations:

1. Maximum width is 52 inches.
2. Exhaust pipes must be inside the wheel width of the ATV and designed in such a way as to not affect rider safety or the safety of the hill crew.
3. Engines may come from an ATV or Motorcycle.
4. **Fenders may be modified or removed as long as the modification does not pose a safety risk to the rider or hill crew. Rear fenders, if ran do not have to extend to a vertical line drawn through the rear axle.**
5. Any aftermarket or OEM engine parts may be used.

F. Youth Classes for ATV Competition

1. Youth classes may not exceed the maximum listed class displacement.
 - a. With rider in normal riding position with hands on handlebars, there must be a bend in the elbows, fingers must reach all control levers. A rider in a standing position on foot pegs must have 3-inches of space between seat and rider inseam.
 - b. Reducing the engine displacement to meet class limits is not permitted. (no downsizing)

Any of the following classes may be run, but all must be run as advertised. Additional classes may be run but must first be approved by the AMA.

Class	Age requirement	Engine size	Engine type
1: 50cc Stock	4 - 8 yrs	0cc - 50cc	2-stroke
		0cc - 50cc	4-stroke
Maximum width 41 inches. Maximum wheelbase 41 inches. Maximum suspension travel 4 inches.			

Class	Age requirement	Engine size	Engine type
2: 50cc Stock	6 - 8 yrs	0cc - 50cc	2-stroke
		0cc - 50cc	4-stroke
3: 50cc Production	6 - 8 yrs	0cc - 50cc	2-stroke
		0cc - 50cc	4-stroke
4: 70cc Stock	6 - 11 yrs	0cc - 70cc	2-stroke
		0cc - 70cc	4-stroke
5: 70cc Modified	6 - 11 yrs	51cc -70cc	2-stroke
		51cc -70cc	4-stroke
6: 70cc Production	6 - 11 yrs	0cc - 70cc	2-stroke
		0cc - 70cc	4-stroke

Class	Age requirement	Engine size	Engine type
7: 70cc CVT Production	6 - 11 yrs	51cc -70cc	2-stroke
		51cc -70cc	4-stroke
CVT belt driven.			

Class	Age requirement	Engine size	Engine type
8: 90cc Stock	8 - 15 yrs	71cc -90cc	2-stroke
		75cc - 125cc	4-stroke
9: 90cc Production	8 - 15 yrs	71cc - 90cc	2-stroke
		75cc - 125cc	4-stroke
10: 90cc Modified	8 - 12 yrs	71cc - 90cc	2-stroke
		75cc - 125cc	4-stroke
11: 105cc Modified	13 - 15 yrs	71cc - 105cc	2-stroke
		75cc - 150cc	4-stroke

Class	Age requirement	Engine size	Engine type
12: Girls Production	8 - 15 yrs	51cc-90cc	2-stroke
		75cc-125cc	4-stroke

Class	Age requirement	Engine size	Engine type
13: 90cc CVT Production	8 - 15 yrs	71cc - 90cc	2-stroke
		75cc - 125cc	4-stroke
CVT belt driven			

Class	Age requirement	Engine size	Engine type
14: 126cc Auto-Clutch	8 - 15 yrs	75cc - 126cc	4-stroke
Auto Clutch			
Class	Age requirement	Engine size	Engine type
15: Youth Production	13 - 15 yrs	91cc - 200cc	2-stroke
		91cc - 300cc	4-stroke

Class	Age requirement	Engine size	Engine type
16: Senior Youth Production	14 - 17 yrs	201cc - 400cc	4-stroke

CHAPTER 5 —

OFFENSES, PENALTIES, PROTESTS, APPEALS AND HEARINGS

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A. General Information

1. By participating in or sanctioning an AMA meet, each participant and organizer acknowledges and agrees to abide by the AMA's rules and procedures, including those related to release and waiver of liabilities and claims. In addition, riders are deemed responsible for the actions of their families and crew members. All parties involved in AMA competition are expected to conduct themselves in a responsible manner, respecting at all times the rights of others. Participation in AMA-sanctioned activities is a privilege, and all participants and organizers understand that violation of AMA rules and procedures can lead to forfeiture of their competition or sanctioning privileges.
2. Through its protest and appeal procedures, the AMA provides a system of administrative review in the event of disputes that are eligible for such review. The goal of the AMA's protest and appeal procedures is to assure fair and consistent enforcement of rules and objective review of protests and appeals lodged by or against participants.
3. Any current AMA member who has been denied the right to participate in an AMA-sanctioned meet may request reconsideration from the AMA national office using the AMA appeal process.
4. Any participant who is fined under these rules will be deemed suspended from all AMA-sanctioned activities until the fine is paid. The fined party is entitled to a receipt upon payment. Fines and other disciplinary actions levied by meet officials or by the AMA must be explained to the participant and noted in the referee report.
5. Any participant under suspension, or otherwise disciplined under these rules of competition, may be placed on probation or reinstated by the AMA.
6. Only professional video from an accredited journalist/videographer will be allowed as evidence in Protests and Appeal Hearings.

B. General Offenses And Penalties

1. This section outlines actions that are deemed to be detrimental to the sport of motorcycle competition and may result in a range of disciplinary actions.
2. Unless otherwise specifically provided for in these rules, the referee may disqualify any rider, crew member or family member from a race meet for violation of these rules, insubordination or other actions deemed in the sole discretion of the referee to be detrimental to the race meet and the sport. Such disqualification includes the loss of any rights with regard to the event in question and may result in expulsion from the meet site. In addition, the referee is empowered to levy fines of up to \$50 and to recommend to the AMA that further disciplinary actions be taken. The referee may also disallow use of a motorcycle determined by the referee to be illegal under these rules.
3. Unless otherwise specifically provided for in these rules, the AMA is empowered to suspend any rider, crewmember

or family member for a period of 15 days to an indefinite suspension for violation of these rules, insubordination or other actions deemed, in the sole discretion of the AMA, to be detrimental to the sport. The beginning and ending dates of any such suspension will be determined by the AMA. The minimum suspension for a second offense of a similar nature shall be six months. In addition, the AMA is empowered to levy fines of up to \$500 against an individual and up to \$1,000 against a organizer.

4. Any supplemental rules, regulations, instructions or procedures established by the AMA for the purpose of implementing, interpreting or enforcing these rules will be deemed to be part of the rules.
5. The following offenses are subject to disciplinary action by the referee and/or the AMA. This list is provided as guidance to competitors but doesn't restrict the AMA from invoking penalties for other actions detrimental to the sport that are not specifically contemplated herein.
 - a. In any way attempting to gain an unfair advantage.
 - b. Falsifying one's name, age or ability level, practicing without officially signing up, or competing or attempting to compete under false pretenses. The penalty for riding in a lower classification than entitled (e.g., an A class rider competing in the B class) shall be a fine and a suspension of up to one year.
 - c. Entering and competing on a machine in a class that the machine was not of the same basic design and materials of the approved model for the class entered. For example: in motocross, if a 250cc is entered in the 251cc-Open class, the rider will be disqualified from the event and may be suspended for up to one year.
 - d. Failing to attend mandatory riders meetings.
 - e. Riding in such a manner as to endanger the life or limb of others.
 - f. Failing to immediately respond to a black flag or other signals from officials.
 - g. After leaving the track during a competition, failing to re-enter at a point as close as practical to the point at which the rider left the track, and in so doing gains an unfair advantage.
 - h. Receiving any form of prohibited outside assistance, including, but not limited to, receiving radio transmissions while in competition.
 - i. Causing a race to be stopped. At the referee's discretion, a rider judged to have caused a red flag may be excluded from restarting the event.
 - j. Abetting or knowingly engaging in a race in which the result is "fixed" or prearranged.
 - k. Giving, offering or promising, directly or indirectly, any bribe in any form to any person in an attempt to

circumvent AMA rules or procedures or to otherwise gain an unfair advantage.

- l. Accepting or offering to accept any bribe in any form from any person in an attempt to circumvent AMA rules or procedures or to otherwise gain an unfair advantage.
- m. Wagering on the outcome of any AMA-sanctioned competition.
- n. Knowingly entering or starting competition with a motorcycle that has been disqualified or is ineligible for the class entered, or competing on any machine other than the one on which the rider qualified.
- o. Changing the specifications of a motorcycle that has already been admitted for competition and/or inspected.
- p. Refusing to submit a machine or component (including fuel) for inspection, measurement or testing. Such refusal will result in the forfeiture of all points, prizes and rights at the race meet in question, plus a fine and one-year suspension.
- q. Failing to comply with various AMA claiming rules.
- r. Refusing to provide a factual statement regarding an item under appeal when requested by the AMA or a party to the appeal, or interfering in any way with the AMA's protest and appeal procedures in order to hinder the process or influence the outcome.
- s. Attacking an AMA or meet official or engaging in a fight. This includes any person and any incident anywhere on the premises prior to, during or after an AMA sanctioned meet. The penalty for such violations shall be a fine of up to \$100 and an indefinite suspension pending review by the AMA.
- t. Engaging in any unfair practice, misbehavior or action deemed by the referee or the AMA to be detrimental to the sport.
- u. Conspiring with others to violate any of these rules.

C. Equipment Offenses And Penalties

1. This section deals with violations of equipment regulations. Regardless of a motorcycle passing prior inspections, compliance with all applicable equipment rules must be made at all inspections.
2. Any motorcycle found to be in violation of equipment rules may be assumed to have been in violation for the entire race meet. In permitting a motorcycle to practice and/or compete, race officials do not warrant that motorcycle's adherence with the AMA rules. Riders are responsible for any violation of equipment rules involving their motorcycle.
3. Under the direction of the meet referee, motorcycles or components may be impounded following an event to allow for detailed or independent inspection and testing directed by the AMA.

4. Penalties

- a. On the day of an event, and at the discretion of the meet referee, any or all of the following penalties may be administered:
 - (1) Disqualification.
 - (2) Total or partial loss of points and awards/prize money from the meet.
 - (3) Fine of up to \$50.
 - (4) Recommendation of further action by the AMA.
- b. Based on review of an event and/or recommendations of the referee, the following penalties may be administered by the AMA:
 - (1) Disqualification.
 - (2) Fine of up to \$100.
 - (3) Probation.
 - (4) Suspension.

D. Protests

1. There are three types of protests:
 - a. Visual protests relate to motorcycles and components where compliance or noncompliance can be confirmed visually.
 - b. Technical protests relate to motorcycles and components where some type of measuring device or teardown procedure is needed to confirm compliance or noncompliance with the rules.
 - c. All other protests will be defined as administrative.
2. Unless specifically excluded herein, riders may lodge protests on any matter regarding an event in which they were a participant. Such matters may include, but aren't limited to, the conformity of a machine or the eligibility of a rider.
3. Each protest must be made separately and in writing, signed by the protesting rider. Each protest must specify the violation of AMA rules or procedures that is alleged, and must be accompanied by the appropriate filing fee.
 - a. For each protest, \$50 per item or component protested.
 - b. In addition to the protest fee(s), the following teardown fees will apply for a technical protest requiring measurement or teardown of an engine:
 - (1) 2-stroke: \$100.
 - (2) 4-stroke: \$250.
 - (3) An additional \$100 is required for measurement of any engine that must be removed from the frame for inspection.

- c. For a technical protest requiring the collection and test of a fuel sample, a \$25 protest fee plus a deposit of \$50 must be paid.
4. The referee (or his designee) must accept any protest that is properly made within the specified time limit and accompanied by the appropriate fee. The referee may not accept any protest that is not properly filed and accompanied by the required fee.
5. All protests must be filed within 30 minutes of the posting of results of the event in question.
6. Final determination of the timeliness of a protest will rest with the meet referee and such decision will be final to all concerned.
7. The referee will render decisions on all protests as soon as possible. If it is not possible to render an immediate decision, the referee may allow a protested rider or machine to compete under protest. In such cases, payment of all affected points and awards will be withheld pending a decision on the protest.
8. When a protest involves piston displacement or any other internal engine modification, the referee must call for an engine measurement or inspection after the meet. The protesting party must be present during the inspection, is entitled to witness the teardown, and must be informed of all measurements.
9. The referee is empowered to levy appropriate penalties shown herein as the result of a protest and subsequent investigation.
10. Once made, a protest can't be withdrawn without the permission of the referee.
11. Any legitimate expense to which the referee may be put as the result of a protest must be paid by the protesting party, and the referee may require a deposit from the protesting party sufficient to cover such expenses. If the protest is upheld, however, such costs must be reimbursed by the protested party.
12. If a protest is decided in favor of the protesting party, the referee will refund the protest fee and teardown fee, if any, and forward a report in writing to the AMA.
13. If a protest is decided in favor of the protested party:
 - a. In a protest not involving teardown fees, the referee will forward the protest fee to the AMA along with a written report.
 - b. In a protest involving teardown fees, the referee will forward the protest fee to the AMA along with a written report and the protested party will be entitled to the teardown fees.
14. The referee may call for the inspection of any machine or component, including fuel, at any time.
15. When a protest involves fuel, the losing party must pay all laboratory costs for fuel analysis. If the protest is upheld,

the protester is refunded all fees and the protested party must reimburse the AMA for all laboratory costs.

16. Protests lodged at any event, where AMA District or AMA points are paid, and not resolved at the event, shall be submitted to AMA within 72 hours of said event. In addition, the referee shall call and mail denial of protest to the protestor and submit protest funds along with copy of original protest to AMA in the same time period.

E. Appeals

1. The AMA's process of administrative review provides two levels of appeals:
 - a. First Appeals: Items that may be appealed include the decision of a referee on a protest and the imposition of penalties by a referee and/or the AMA.
 - b. Final Appeals: Appeals against the results of a First Appeal.
2. Items which may not be appealed include:
 - a. Protestable items for which no protest was lodged.
 - b. In general, appeals can't be accepted related to matters for which no remedy is available (for instance, no appeal will be heard if the only means of remedy would be to re-run an event) or in which the AMA has already rendered a decision.
3. All appeals must be in writing, accompanied by the appropriate fee and signed by the appellant. The appeal must specifically state the date and location of the sanctioned meet, the elements of the matter being appealed and the grounds for the appeal. The appeal may be filed with the referee at the meet or submitted to: AMA Racing, 13515 Yarmouth Dr. Pickerington, OH 43147. Fax: (614) 856-1921. Accepted delivery methods are facsimile transmission, United States mail or an express delivery service of the appellant's choice.
4. The appellant is solely responsible for timely delivery of the appeal, appeal fees and related documentation to the AMA.
5. Appeals must be received by the AMA before the close of business (5 p.m. Eastern time) on the fifth business day (Monday through Friday) after the ruling or incident under appeal.
6. A filing fee of \$250 (\$500 for National events) must accompany an appeal. Filing fees will be refunded only if the appealing party prevails. Laboratory fees for fuel testing must be paid by the appealing party and will be refunded only if the appealing party prevails.
7. Both the AMA and the appealing party are responsible for producing the following within 10 working days of the decision/incident being appealed and the AMA is responsible for distributing all such information to the appellant in a timely manner:

- a. Copies of all written statements that will be offered as evidence at an appeal hearing.
 - b. A list of all witnesses to testify during the appeal hearing.
8. As soon as practical, the AMA will review all materials submitted and take one of four initial actions:
 - a. Rule in favor of the appealing party, take appropriate remedial action and refund the filing fee.
 - b. If the matter appealed is a dispute between two parties, mediate the matter in an effort to reach an agreement between the parties, but failing to do so, convene an appeal board. (For these purposes, a "dispute" exists only if one party has filed a formal protest against the other. Having material interest in an appeal, e.g. being in a position to gain or lose money or points as a result of the outcome, doesn't constitute a dispute.)
 - c. Convene an appeal board.
 - d. Deny the appeal.
9. The time and place of hearings will be set by AMA. The appeal hearing will be convened as soon as practical and barring unforeseen delays will be held no more than 30 days after the ruling/incident being appealed.

F. Appeal Hearings

1. First and Final Appeal Board hearings may be conducted in person or by telephone conference.
2. Each appeal board will consist of three people with no material interest in the matter. Selection of the appeal board members is at the discretion of AMA, which will make every effort to assure a fair and impartial hearing.
3. AMA Racing staff or designee will serve as non-voting chairman of appeal hearings.
 - a. First Appeal Boards will include two members of the Off-Road Division of AMA Congress, plus one member of the AMA staff or another qualified party selected by AMA.
 - b. Final Appeal Boards will include three members of the Off-Road Division of AMA Congress.
 - c. In no case will the same person sit on both a First and Final Appeal Board considering the same situation.
 - d. If it is impractical to constitute a First or Final Appeal Board as outlined above, alternate Appeal Board members may be appointed subject to the approval of the chairman of AMA Congress.
4. No evidence or other information will be given to the Appeal Board members in advance of the hearing, and the AMA won't announce the composition of the Appeal Board in advance of the hearing. Any effort by any party to unfairly influence a member of an Appeal Board may result

in disciplinary action. For these purposes, any effort to discuss the matter under appeal prior to the hearing will be considered an attempt at influencing the Appeal Board member. It is the responsibility of all Appeal Board members to immediately report any such attempt at “tampering” to AMA.

5. The AMA will confirm the time and place of all hearings in writing to the appealing rider and to the parties to any original protest. Such notice is to be made at least 10 days before the hearing (five days for Final Appeals) unless the appealing party agrees to shorter notice. Formal written notice will be deemed to have been given when mailed to the appealing party at the most recent address provided to the AMA. The AMA will make every effort to verbally confirm the time and place of the hearing.
6. Availability for the hearing will be the responsibility of the involved parties. If the appealing party fails to participate, the Appeal Board may go forward with the hearing. In the event of a documentable emergency on the part of the appealing rider, the hearing may be delayed at the discretion of the AMA.
7. The appeal hearing will be informal and formal rules of evidence will not apply. The following guidelines for conduct will, however, be enforced:
 - a. The chairman and members of the Appeal Board may at any time ask any questions they deem appropriate.
 - b. All parties involved in the appeal will be expected to provide full cooperation to the members of the Appeal Board in establishing pertinent facts and gathering information.
 - c. All comments from parties involved in a dispute will be to the Appeal Board members. No debate between disputing parties will be allowed.
 - d. The appeal hearing will be a closed meeting with attendance restricted to the following: The chairman, the members of the Appeal Board, the party or parties directly involved in the appeal and their witnesses. Subject to the approval of the chairman, non-participating observers may also be admitted.
 - e. Any party to a matter under appeal may request a written statement from any AMA official or member believed to have relevant information. Refusal by any AMA official or member to provide a statement or testimony when requested may result in disciplinary action as provided for in these rules.
 - f. Any party who fails to comply with these guidelines for conduct will be asked to leave the meeting and may be subject to disciplinary action.
8. The following order of business will be followed at appeal hearings:
 - a. Introductions and summary of matter under appeal.

- b. Presentation of written and oral testimony, with the party in a “defense” posture presenting its evidence last.
 - c. Questions from the chairman and Appeal Board members.
 - d. Closing statements, again with the party in a defensive posture going last.
 - e. After all evidence has been presented, the Appeal Board will go into executive session to consider its decision. The chairman may, upon the request of at least two members of the Appeal Board, be present as a consultant to this process. During its executive session, the Appeal Board may, upon the request of at least two of its members, recall parties or witnesses for follow-up questions.
 - f. It is the responsibility of the Appeal Board to rule on the matter at hand within the context of existing AMA rules and regulations. Appeal Boards are encouraged to make recommendations regarding such rules and regulations but have no power whatsoever to waive or modify AMA rules.
 - g. Any recommendation from an Appeal Board that involves any type of disciplinary action involving a third party, for instance an AMA District, organizer or affiliate organizer or club, is subject to review by the AMA Board of Directors or staff as called for under the AMA Code of Regulations.
 - h. Decisions of the Appeal Board will be by simple majority. An Appeal Board (First or Final) can rule in favor of or against the Appealing Party. They may choose to uphold or modify any penalties levied within the guidelines of the AMA Racing rule book.
 - i. Upon reaching a decision, the Appeal Board will inform the chairman, who will assist in drafting the board’s formal statement.
 - j. Upon completion of the Appeal Board’s formal statement, the appeal hearing will be reconvened and the chairman will read the statement.
 - k. The hearing will be adjourned.
9. If the Appeal Board members don’t feel they can make a decision based on the evidence available at the appeal hearing, they will have up to seven days to conduct further investigations and reach their decision. If no decision has been reached within seven days of the appeal hearing, the Appeal Board will be dismissed. At that point, the AMA must either mediate a resolution to the appeal or convene a new Appeal Board.
 10. The AMA will reimburse actual expenses incurred by members of the Appeal Board. Parties and witnesses will not be entitled to any such reimbursement.

11. If an appeal is upheld, the appealing party will be refunded their filing fee(s). If an appeal is denied, the fees will be retained by the AMA to defray costs.
12. While appealing a suspension, a rider may continue to compete in AMA events. However, this privilege may be denied at the sole discretion of AMA if the suspension is related to an offense involving drugs or alcohol, for riding in such a manner as to endanger the life or limb of others or for fighting.
13. The participants to a First Appeal agree that the determination of the Appeal Board is appealable only to an AMA Final Appeal Board. The participants to a Final Appeal agree that the determination of the Appeal Board is final, binding, and not appealable to the AMA or any court. The participants to any protest or appeal further agree that the protest and appeal procedures provided herein by the AMA are the exclusive method for the resolution of any disputes and renounce the right to pursue recourse to any arbitrator, court or other tribunal not provided for in these rules. Any attempt to do so may result in disciplinary action being imposed by the AMA. Said disciplinary action may include the permanent suspension of the appellant's AMA membership and all privileges related to that membership, including but not limited to the privilege of participating in AMA sanctioned competition.
14. Publication of protests, appeals, and the interim and final results of said protests and appeals—in news releases, in American Motorcyclist magazine and other publications, on the Internet and through any other media—is expressly agreed to by the participants to any protest or appeal. The participants further agree that they shall not bring a cause of action against AMA, its directors, trustees, officers, employees, Congress Delegates, agents and assigns as a result of such publication.

Chapter 6

Appendices

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APPENDIX 6.1

POINTS AND PRIZES

A. Standard Meets

1. In all standard meets (other than the A level classes), prizes are limited to trophies and contingency merchandise only. The B, C and Youth class riders may receive only trophies, merchandise or dealer checks/certificates.
2. At the organizer's option, prizes in the A level classes may include money (or certificates that can be exchanged for money) up to a total purse of \$3,000. Trophies may also be awarded. Merchandise prizes may be offered and included in the advertised purse, but must be noted as such. The division of prize money is up to the organizer, but no one rider may receive more than 30 percent of the total purse.
3. Awards are given only for final or consolation events. No trophies or awards may be given for practice sessions.
4. In classes with 10 or fewer riders, at least two trophies must be awarded. An additional trophy should be added for every five additional riders in the class. No more than five trophies need be awarded in any given class.
3. The AMA won't grant multiple sanctions to increase prize money.
4. The distribution of prizes must be posted before the event.

B. Pro/Am Meets

Pro/Am meets may include class or classes for professional riders. Full amateur and youth classes may be included.

C. Points

1. Riders are eligible to receive district points in youth and amateur classes when applicable. Additional points programs may be established by the recognized district organization.
2. Rider classification is established at the district level on the basis of participation and achievement in competition. A recommended rider performance evaluation system is available from the AMA. Season-end championship points should be kept separately from performance points to avoid the promotion of a rider who generates points based on quantity of rides rather than successful participation.
3. Motocross points can be issued per moto.

NUMBER OF PARTICIPANTS III EVENT

FINISH	2 to 4	5 to 20	Over 20	FINISH	5 to 20	Over 20
1st	10	20	30	11th	4	10
2nd	7	16	25	12th	3	9
3rd	4	13	21	13th	2	8
4th	1	11	18	14th	1	7
5th		10	16	15th		6
6th		9	15	16th		5
7th		8	14	17th		4
8th		7	13	18th		3
9th		6	12	19th		2
10th		5	11	20th		1

D. National Points

All national points will be awarded based on the following point schedule:

FINISH	POINTS	FINISH	POINTS	FINISH	POINTS
1st	30	8th	13	15th	6
2nd	25	9th	12	16th	5
3rd	21	10th	11	17th	4
4th	18	11th	10	18th	3
5th	16	12th	9	19th	2
6th	15	13th	8	20th	1
7th	14	14th	7		

APPENDIX 6.2

SOUND LIMITS AND TESTING PROCEDURES

Sound Requirements

1. The maximum sound limit is set at:

Pre-race inspection		Post-race Inspection	
Maximum dB/A	Engine Type	Maximum dB/A	Engine Type
96 dB/A	2-stroke	98 dB/A	2-stroke
94 dB/A	4-stroke	96 dB/A	4-stroke
101 dB/A	*Vintage	101 dB/A	*Vintage

2. The test will be conducted at a fixed RPM as follows:

Race Motorcycles/ATV		Trail bikes/Utility ATV	
Engine size	RPM	Engine size	RPM
0cc – 85cc	6,000 RPM	0cc – 85cc	4,000 RPM
86cc – 125cc	6,000 RPM	86cc – 125cc	4,500 RPM
126cc – 250cc	5,000 RPM	126cc – 250cc	4,000 RPM
251cc – 500cc	4,500 RPM	251cc – 500cc	3,000 RPM
501cc - Open	4,000 RPM	501cc - Open	2,500 RPM

Examples of Trail bikes are XR, KLX, TTR, DR, etc.

3. Machines entered in all meets (except drag racing and land speed trials) shall have mufflers/silencers that don't exceed the maximum dB/A required by the state where the meet is being held or the prescribed dB/A above, whichever is less.
4. Applicable sound test limits may not be exceeded at any time during an event.
5. Testing by a club or organizer is required. The testing may be conducted at any time. Any motorcycle not complying with applicable sound rules may be penalized.

Sound Testing Procedures

A. Sound Test Equipment

The sound level meter must meet international standard IEC 651 or American National Standards Institute (ANSI) S1.4-1983 specifications, Type 1, Type S1A, Type 2 or Type S2A. The sound level meter must include a compatible calibrator, which must be used immediately before mass testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.

For convenience, a 20-inch string may be attached to the front of the sound level meter for the stationary sound test.

It is recommended that the sound meter be attached to a tripod and then placed into position for the test.

Allow the sound meter to come to the same temperature as the surroundings.
Set the sound meter to slow dynamic response and A-weighting.

Always round down the meter reading, that is: 100.9 dB/A = 100 dB/A.

An electric tachometer or vibrating reed tachometer shall be used to determine RPM.

B. Test Site

No one should be within 10 feet (3 meters) of the machine other than the rider, the sound meter operator, an assistant to hold the front of the vehicle and one other person directly behind the sound meter operator.

The test area should be a flat, open surface free of large sound-reflecting surfaces within 16 feet, such as a parked vehicle, buildings, signs, and hillsides.

The surface should be free of loose soil, snow or grass higher than 6 inches.

The surrounding sound should not exceed 90 dB/A within a 16-foot radius of the machine during the test.

Always use a windscreen under windy conditions. The stationary test procedure should not be conducted if the wind speed is 20 mph or higher.

If wind is present, the machine should face forward in the wind direction (mechanical sound will blow forward, away from the microphone).

Testing shouldn't take place in rain, snow or excessively damp conditions.

C. Guidelines for Measuring the Sound

For initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per machine. Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.

During the sound test, only the rider (or his mechanic) may sit on the machine in the normal riding position and will follow the directions of the sound test official. No other team personnel may influence the sound test.

Readings will be taken with the microphone placed at 20 inches from the exhaust pipe at an angle of 45 degrees measured from the centerline of the exhaust end and at the height of the exhaust pipe, but at least 8 inches above the ground. If this is not possible, the measurement can be taken at 45 degrees upwards.



Attach an electric tachometer or set the vibrating reed tachometer to the test RPM.

Make sure the engine is warmed up and the transmission is in neutral.

Have the vehicle operator slowly increase the engine speed to the test RPM.

Have the rider or assistant read the meter of the electric tachometer, or have the rider or assistant hold the vibrating reed tachometer against any solid part of the vehicle. Have the vehicle operator or assistant signal when the correct RPM is held (e.g., by tapping his foot).

Read the sound level meter when the correct RPM is held.

All silencers will be checked and marked once they have successfully passed the sound check. The end opening of the silencer shall remain unmodified once it has been checked and marked.

Silencers fitted with adapters aimed to reduce the sound levels shall be permanently fitted (e.g., welding).

The silencer may only be exchanged with a spare silencer, which has also been checked and marked for that machine.

D. Sound Testing Corrections

Always round down the meter reading. For example: 100.9 dB/A = 100 dB/A.

Type 1 Sound Meter: deduct 1 dB/A

Type 2 Sound Meter: deduct 2 dB/A

Below 50-degrees Fahrenheit: deduct 1 dB/A

Below 32-degrees Fahrenheit: deduct 2 dB/A

APPENDIX 6.3

RECOMMENDED TIE BREAK PROCEDURE

If at the end of the series a tie exists, the winner will be determined by:

1. The rider having the most 1st, 2nd, 3rd, etc. will be the winner.
2. If the tie still exists, the points accumulated in the events previously not counted will determine the winner.
3. If the tie still exists, the rider who had the better score when competing against the other tied riders will be the winner.
4. If the tie still exists, and the riders did not compete against one another, the rider who competed against the most entries in the class of all the accumulated events will determine the winner.
5. If the tie still exists, and the riders competed against the same number of riders in the series, the rider competing against the most entries in a single event will be the winner.
6. If the tie is in "OVERALL" and the riders did not compete against each other, both riders will be awarded the same position.
7. In the event a tie still exists, AMA staff will determine the winner.

APPENDIX 6.4

ORGANIZER DUTIES AND RESPONSIBILITIES

A. Organizer Duties

1. All conditions relating to entry must be contained in advertisements or on the entry application.
2. At all public motorcycle activities, the organizer must display in a conspicuous place the AMA Statement of Responsibility (see sample at the end of these rules) and a notice reading: "Spectators witnessing these events assume all risk of injuries or damages resulting there from."
3. The organizer must provide adequate fencing and other means of crowd control to protect spectators from injury during the meet.
4. When course marking is required, organizers must use easily visible waterproof breakaway tape (such as surveyor's tape) to identify section or course boundaries.
5. Organizers must provide a sufficient number of police or marshals to keep the track and other restricted areas clear of spectators and to otherwise ensure safety.
6. At speed-oriented meets, dangerous obstacles must be removed from the course and surrounding area. Posts or trees along the course should be padded when appropriate. Outside fencing and guard rails that don't completely reach the ground, or any interruptions in fencing should be padded with hay bales or equivalent padding.
7. Organizers must take adequate measures to prevent dust on the track.
8. Organizers of speed-oriented meets, including associated practice, must have present at all times an ambulance capable of legally transporting injured persons with an operating oxygen supply and attending physician or qualified first-aid personnel licensed by the county or state with jurisdiction. There must be at the starting line at all times an operating fire extinguisher with a 5BC minimum rating.
9. If an injury or the death of anyone associated with a sanctioned event occurs, the organizer must follow the reporting instructions as stated on the injury report. This includes the completed report mailed to the AMA within 24 hours after the injury occurs including names and addresses of persons involved, witnesses, how and when the injury occurred and type of injury. The organizer must also telephone the AMA immediately on the first working day following the event to report any accident involving fatality, serious injury (including burns), head injury (including prolonged unconsciousness), neck injury, paralysis, or serious back injury. All liability releases signed by the participant must be forwarded with the injury report.

10. An organizer must not make false announcements about a meet, advertise or otherwise provide information to the press or public that is incorrect or misleading.
11. All advertising must use the words AMA SANCTIONED and display the official AMA logo. The words “area, regional, national, district or state championship” may not be used without the appropriate AMA sanction or written permission.
12. The organizer must indicate in all advertisements that silenced exhaust systems are required.
13. The organizer is responsible for seeing that all AMA rules and regulations are enforced.
14. All riders must sign an entry application that includes the AMA release wording in full.
15. The organizer must exhibit at registration the official AMA sanction certificate and proof of insurance.
16. No reference to the consumption or serving of alcohol may be used in any advertising or literature for an AMA sanctioned meet.
17. The organizer must obtain written permission to use the course from landowners or land managers.

B. Organizer Responsibilities

It is the sole responsibility of the organizer to ensure compliance with all rules relating or directed to safety and to otherwise act to promote the safety of the meet. The AMA doesn't attend or in any way supervise meets and can't undertake to determine safety aspects. It's the sole responsibility of the organizer to purchase the required liability insurance. If the required liability insurance isn't purchased, the sanction for that day's meet will be declared null and void and rider points disallowed. An organizer refusing to meet the insurance requirements will lose their sanctions for the remainder of the year.

Organizers must submit complete results for all Off-Road meets to the AMA. Classes must align with those in Section 2.1; B, 6. b. for use in the Off-Road Advancement System. Results must be provided in the format indicated on the Event Checklist.

APPENDIX 6.5

OFFICIALS DUTIES AND AUTHORITIES

The American Motorcyclist Association doesn't certify officials who preside over AMA-sanctioned standard competition events. Participants are solely responsible for their own safety. All officials must be members of the AMA.

A. Referee

The referee is the principal officer of a meet, acting as general supervisor. He doesn't, however, carry out the duties of any other official. The referee must be introduced at the riders meeting and be available throughout the protest period. It is the organizer's responsibility to appoint a referee who is well qualified. The event referee may not compete in the meet.

The referee's duties are:

1. To determine if any changes in the course are necessary.
2. To request the official sanction from the organizer and to post it at the registration area.
3. To determine if all other appropriate officials are present and to ensure they are performing their duties properly.
4. To direct the starter to black flag a rider for any safety reasons, including excessive oil leaking from the motorcycle, mufflers that are loose or not working properly, parts hanging from a motorcycle, loose number plates, etc.
5. To provide for technical inspection of equipment used by the riders, and to bar any equipment that doesn't conform to standards.
6. To receive and decide all protests subject to appeal.
7. To decide on rider disqualifications, and disqualify any rider who violates any rules of the meet.
8. To make a full written report about the meet and forward it to the AMA with properly signed releases within 14 days after the meet and to the appropriate district official if so required.
9. To set aside a properly enclosed location for engine inspection and measurement, and to have winning engines ready for measurement when the meet is completed.
10. To determine that liability insurance requirements have been met by the organizer.
11. To have the right to, or at the request of a participant, check the medical credentials and/or licenses of the ambulance personnel.
12. **Riders meeting will include:**
 - a. **Starting process explanation**
 - b. **Flags and meaning**
 - c. **Medical / ambulance location**
 - d. **Where and how to contact the referee.**
 - e. **Where the scores will be posted.**

B. Risk Management Officer

1. Must have completed the AMA Risk Management training.
2. Must provide Event Injury Report(s) as required.

C. Starter

The starter's duties are:

1. To explain to riders all starting rules, including the meaning of flags.
2. To provide a complete set of flags, including the corner flags for use during the meet.
3. To assign flagmen, as necessary, at various points on the course, and to instruct them on their duties.
4. To determine whether scorers, timers, umpires, etc., are in place and ready before starting the meet.
5. To position riders on the starting line, start events, give halfway flags, last-lap flags and the finish flag.
6. To flag off the course any disqualified riders, and display any other signal flags as directed by the referee.
7. To perform other duties assigned by the referee.
8. In all starts the referee and/or starter shall have the authority to declare a restart. The starter and/or referee may declare a restart when:
 - a. Two or more riders are down in the first lap.
 - b. Conditions occur that endanger the lives of spectators or contestants and the event is not more than 60 percent completed.

D. Registrar

The duties of the registrar are:

1. To exhibit a list of all events.
2. To receive all entries and check the rider's AMA cards.
3. To check rider classification and place riders in the proper events.
4. To keep a record of the placing of all riders in each event, and turn all records over to the referee at the meet's end.
5. To perform other duties assigned by the referee.

E. Head Scorer

The duties of the head scorer are:

1. To make sure a suitable checking stand is provided and that it is placed properly on the course.
2. To make sure the organizer has provided all the equipment necessary for checking.

3. To provide, or to see that the organizer has provided sufficient scorers, roll scorers and pit scorers.
4. To advise the starter when the scorers are ready and provide the starter with finishing information on each rider.
5. To complete all scoring and submit the scores to the clerk of course.
6. To perform other duties assigned by the referee.

F. Head Timer

The head timer provides suitable timing equipment and keeps an accurate record of all times, reporting them to the head scorer.

G. Judges and Umpires

1. Judges may be assigned by the referee to determine the outcome of any event.
2. Umpires are chosen by the referee to watch for any rules infractions.

H. Pit Steward

The pit steward duties are:

1. To check all machines to make sure they meet equipment specifications, reporting any discrepancies to the referee.
2. To notify riders when they are due to start an event and to position them on the starting line.
3. To ensure that pits are kept neat, safe and orderly.
4. To check engine numbers against entry blanks.

WARNING: Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use motor vehicles.

APPENDIX 6.6

ASSUMPTION OF RISK AND RELEASE AND WAIVER OF LIABILITY

Motorcycle and ATV riding is a potentially dangerous sport that can result in serious injury or death. Participation in all aspects of the sport is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, rider and crew-members.

The participant agrees that by entering an event, the participant has had the opportunity to inspect the events site and acknowledges that the event site is safe and suitable for racing. The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death or loss or damage to property. The participant further acknowledge that the participant has voluntarily assumed the risk of bodily injury or death or loss or damage to property and waives any claims for bodily injury or death or loss or damage to property against the AMA, ATVA, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such person and entities for bodily injury or death or loss or damage to property.

IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in the EVENT(S) or being permitted to enter for any purpose any RESTRICTED AREA (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), EACH OF THE UNDERSIGNED, for himself, his personal representatives, heirs and next of kin:

1. Acknowledges, agrees, and represents that he has or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspected the RESTRICTED AREAS which he enters, and he further agrees and warrants that, if at any time, he is in or about RESTRICTED AREAS and he feels anything to be unsafe, he will immediately advise the officials of such and if necessary will leave the RESTRICTED AREAS and/or refuse to participate further in the EVENT(S).

2. HEREBY RELEASES, WAIVES, DISCHARGES, AND COVENANTS NOT TO SUE the organizers, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, motorcycle owners, riders, pit crews, rescue personnel, any persons in any RESTRICTED AREA, organizers, sponsors, advertisers, owners and lessees of the premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and each of them, their directors, officers, agents and employees, all for the purposes herein referred to as "Releasees," FROM ALL LIABILITY TO THE UNDERSIGNED, his personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFORE ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releasees and their insurance carrier, and each of them FROM ANY LOSS, LIABILITY, DAMAGE, OR COST they may incur arising out of or related to the EVENT(S) WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

4. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

5. HEREBY acknowledges that THE ACTIVITES OF THE EVENT(S) ARE VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED, also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. IF, DESPITE THIS RELEASE, I OR ANYONE ON MY BEHALF MAKES A CLAIM AGAINST THE "RELEASEES" NAMED ABOVE, I AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS THE RELEASEES AND THEIR INSURANCE CARRIER, AND EACH OF THEM FROM ANY LITIGATION EXPENSES, ATTORNEYS' FEES, LOSS, LIABILITY, DAMAGE, OR COSTS THEY MAY INCUR DUE TO THE CLAIM MADE AGAINST ANY OF THE "RELEASEES" NAMED ABOVE, WHETHER THE CLAIM IS BASED ON THE NEGLIGENCE OF THE RELEASEE OR OTHERWISE.

7. HEREBY agree that in the event that I sustain any injury while in any Restricted Areas that any rescue personnel or medical personnel may release such medical information about my condition to representatives of the organizer, sanctioning organization, track operator, or track owner, as necessary to allow such individuals to properly report that information to appropriate representatives of the sanctioning organization and/or insurance carriers.

8. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releasees, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the Event(s) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

APPENDIX 6.7

ANTI-DOPING POLICY

A. Substance Abuse Policy

1. In the interest of maintaining the integrity of motorcycle sports, the AMA has established a Substance Abuse Policy.
2. Random tests for prohibited substances may be conducted at the discretion of AMA Racing.
3. Compliance with the AMA's Substance Abuse Policy is an essential precondition to competition.
4. Any violation of the policy or refusal to submit to testing as requested by AMA Racing will result in the immediate revocation of competition privileges and loss of all rights to compete in amateur-sanctioned events.
5. See "Substance Abuse Policy"

B. AMA Racing Substance Abuse Policy

Preamble

The safety and integrity of motorcycle racing are of paramount concern to AMA Racing. Substance abuse is fundamentally inconsistent with safety and with the integrity of motorcycle sport. Accordingly, AMA Racing has established this Substance Abuse Policy, which is a supplement to AMA Racing's Rules for Competition and which is binding upon all riders, officials and other AMA members involved in the running of the race in the same manner and to the same extent as AMA Racing Rules for Competition. Persons competing in any AMA sanctioned race must agree to the following:

"I recognize the importance of maintaining the safety and integrity of motorcycle racing. Accordingly, I agree to strictly comply with AMA Racing's Rules for Competition and AMA Racing's Substance Abuse Policy. I understand that my agreement to comply with the Substance Abuse Policy is an essential precondition to the issuance of competition privileges and that I must abide by the Substance Abuse Policy and submit to such testing procedures as may be conducted from time to time at the sole discretion of AMA Racing as a condition of continued participation in AMA-sanctioned meets. I further understand that any violation of the Substance Abuse Policy, or failure or refusal to submit to testing and honestly participate in any testing procedure, will result in immediate disciplinary action which may include the cancellation of my AMA Racing competition privileges and the denial of my privilege to participate in any AMA Racing or AMA amateur sanctioned events."

This Substance Abuse Policy is being provided to you by AMA Racing in accordance with your agreement and our mutual recognition of the importance of the safety and integrity of the sport. Your continued support of the Substance Abuse Policy, and participation in its testing program, are essential to your personal success and safety and the future of motorcycling activity.

1. Prohibited Acts and Substances

- a. AMA Racing riders, officials and other AMA members involved in the running of the race are prohibited from using, possessing, purchasing, selling and/or participating in the distribution of illegal or prohibited substances.**

- 1. Prohibited substances are those substances that, in AMA Racing's sole determination, may adversely affect the safety or integrity of the sport of motorcycle racing.**
- 2. AMA Racing may make this determination with respect to a particular substance at any time, including and without limitation at the time of discovery of drug test results.**

- b. Illegal acquisition, distribution, or misuse, including use without a prescription, of any legal prescription or over-the-counter drug, is strictly forbidden.**

- 1. Misuse of a prescription or over-the-counter drug is the use of such a drug in a manner which, in AMA Racing's sole determination, may adversely affect the safety or integrity of the sport of motorcycle racing.**
- 2. AMA Racing may make this determination with respect to a particular substance at any time, including and without limitation at the time of discovery of drug test results.**

- c. At any time when involved in track activities, AMA Racing riders, officials and other AMA members involved in the running of the race are prohibited from being under the influence of alcohol.**

- 1. With regard to riders and officials, there shall be "zero tolerance" with regard to alcohol. Any rider or official discovered to have a measurable blood alcohol content during a racing event shall be considered under the influence of alcohol and barred from any further involvement or participation in the event. Further, they will be subject to disciplinary actions as provided for in this Substance Abuse Policy.**
- 2. AMA Racing members other than riders and officials will be deemed under the influence of alcohol if a test reveals a blood alcohol content above 40mg per 100ml (.04%) at the time of testing. Such persons shall be immediately**

barred from any further involvement or participation in the event. Further, they will be subject to disciplinary actions as provided for in this Substance Abuse Policy.

3. Nothing contained above shall preclude AMA Racing officials from determining that a person with a measurable blood alcohol content below .04% is physically unfit to participate in an AMA Racing event, taking such action as the officials deem appropriate under AMA Racing rules.

2. Voluntary Disclosure

- a. AMA Racing encourages voluntary disclosure of substance abuse and supports voluntary rehabilitation efforts by persons subject to the terms of this Policy. Consequently, AMA Racing is agreeable to accommodating such persons during their recovery and abstinence so long as the safety and integrity of AMA Racing's racing program are not jeopardized.
- b. AMA Racing's primary objective with regard to voluntary disclosure is to prevent participation of individuals who are in violation of this Policy until such time as the violation is no longer a threat to the safety or integrity of the racing program. In principal, persons who voluntarily disclose violations of this Policy, and who voluntarily withdraw from participation until their eligibility status is resolved, will receive more favorable consideration than those whose violations are discovered through testing of body fluids and who have continued to knowingly participate in AMA Racing's program while in violation of this Policy.
- c. Individuals are encouraged to contact the Program Administrator to voluntarily disclose violations of the Substance Abuse Policy. Persons who do so will be subject to whatever actions and controls AMA Racing deems necessary to protect the safety and integrity of its racing program, and such steps may include withholding of competition privileges.
- d. Individuals who voluntarily disclose their violation(s) of the Substance Abuse Policy, and who cooperate with the Program Administrator in setting a plan of action for reinstatement, shall not, under normal circumstances, be charged with a first offense of this Policy.
- e. Individuals who voluntarily disclose their violation(s) of the Substance Abuse Policy will be subject to a preliminary test to be conducted in a timely manner at the direction of AMA Racing. Costs of such test shall be borne by the individual. Under no circumstances will the individual be allowed to participate in AMA Racing-sanctioned activities until they have passed a substance abuse test.

1. If the results of the preliminary test reveal that the participation of the individual will not jeopardize the safety or integrity of AMA Racing program, as determined in the sole discretion of AMA Racing, the individual will be permitted to continue participation in the program, without penalty, during a probationary period specified by AMA Racing.
 2. If the results of the preliminary test reveal that the participation of the individual may jeopardize the safety or integrity of the AMA Racing racing program, as determined in the sole discretion of AMA Racing, then the further participation of the individual will be withheld until such time as there is evidence, acceptable to AMA Racing, that the individual's participation will no longer jeopardize the safety and integrity of the program.
- f. Individuals who voluntarily disclose violation(s) of the Substance Abuse Policy will be required, prior to continued participation, to enter into a Voluntary Disclosure Agreement with AMA Racing stipulating the conditions of their probation.
 - g. Individuals who have no previous offenses of this Policy may voluntarily disclose violation(s) even at the time of selection for a random test under the provisions of Item 4 of this Policy or at the time of notification of a test under the reasonable suspicion provisions of Item 3. By doing so, the individual will be granted coverage under this section of the Policy (Voluntary Disclosure) rather than Item 5 (First Offenses). However, such individuals must immediately cease their participation in the day's activities and refrain from any further participation in AMA Racing-sanctioned activities until their eligibility status has been resolved.
 - h. Individuals who have one or more previous offenses of this Policy are offered no specific protections under this section of the Policy. However, voluntary disclosure of repeat violation(s), and voluntary withdrawal from participation, will be viewed as mitigating factors by AMA Racing in determining any penalties which might be invoked.
 - i. Any violation of the Substance Abuse Policy discovered while an individual is on probation under these provisions for voluntary disclosure shall be treated as an offense under the appropriate item of this Policy.

3. Reasonable Suspicion

- a. AMA Racing may require designated riders, officials or other AMA Racing license holders to submit to urine, blood, breath and/or eye testing if officials have a reasonable suspicion that a person may have violated one or more provisions of this Policy.

- b. Some of the conditions, observations, and/or reports that may cause AMA Racing officials to have such a reasonable suspicion include, but are not necessarily limited to, the following:
 - 1. Red or droopy eyes, dilated or constricted pupils
 - 2. Slurred speech, stumbling or hyperactivity
 - 3. Needle marks
 - 4. Sudden, repeated disappearances
 - 5. Persistent sniffing, red or runny nose
 - 6. Time distortion, repeated tardiness or missed appointments
 - 7. Frequent accidents
 - 8. Inability to concentrate, remember or follow instructions
 - 9. Mental confusion, paranoia or manifestation of bizarre thoughts or ideas
 - 10. Violent tendencies, inability to control temper
 - 11. Extreme personality changes or mood swings
 - 12. Deteriorating personal hygiene or appearance as observed over time
- c. In addition, AMA Racing may require a designated rider, official or other AMA Racing members to submit to a urine, blood, breath and/or eye test following any incident or accident involving injury, death or property damage.

4. Random Testing

- a. Unannounced, random tests of riders and officials for prohibited substances, drugs and alcohol will be conducted from time to time at the sole discretion of AMA Racing.
 - 1. Riders chosen to provide specimens for testing shall number not fewer than three nor more than 20 percent of the competition class in which testing is planned. Selection shall be made at random, with all registered riders having an equal chance of selection.
 - 2. Race officials involved with safety or the outcome of an event shall also be subject to random testing each time random testing for riders is conducted. Officials subject to random testing shall include, but not necessarily be limited to: AMA Racing staff; chief stewards; observers; starters and assistant starters; pit stewards, assistant pit stewards and/or grid workers; scorekeepers; technical inspectors and assistant technical inspectors.
- b. Selection of individuals to be tested shall be governed by the following guidelines:
 - 1. Selection of employees, officials and riders for random testing shall be by ballot and shall be overseen by the Program Administrator or his

designee with at least one additional AMA Racing official as witness. Registered riders (or an individual whom they have designated in writing to the AMA Racing Program Administrator as their representative) are provided the option of witnessing the random selection. All employees, officials and registered riders shall have an equal chance of selection.

a. Feature class and officials: Names of all riders entered in the event's feature class, and all AMA Racing employees and officials subject to testing on that day, shall be pooled together. There will be a predetermined number of riders to be selected (not fewer than two nor more than 20 percent of the rider field). Names will be drawn at random until the predetermined number of riders has been selected. No minimum or maximum number shall apply to employees and officials.

b. Support classes: For each support class in which testing is planned, names of riders entered shall be pooled together. There will be a predetermined number of riders to be selected (not fewer than two nor more than 20 percent of the rider field). Names will be drawn at random until the predetermined number of riders has been selected.

2. Riders taking part in more than one class of competition shall be eligible for random selection in each class entered.

5. First Offenses: Procedures and Penalties

a. The penalties for a first violation under Item 1 of this Policy, and conditions under which reinstatement may be considered, shall be as follows:

1. Suspension from participation in AMA amateur competition for an indefinite period, such period to include at least one race of comparable status as that at which the violation occurred. AMA Racing shall at its sole discretion determine the effective date and length of suspension.
2. A fine of up to \$500.00 may be levied at the sole discretion of AMA Racing. All fines must be paid before reinstatement will be considered.
3. Reimbursement of all testing and associated costs incurred by AMA Racing must be made before reinstatement will be considered.
4. Pass a test for prohibited substances, such test to be conducted at a time and place determined by AMA Racing. The costs of the test are to be borne by the person under suspension. Failure to

pass this test may constitute a second offense of this Policy. Under no circumstances will any person be reinstated until they have passed a follow-up test.

5. Compliance with all provisions of a one-year probationary period which shall be imposed in connection with any first offense under this Policy. The conditions of such probation shall be at the sole discretion of AMA Racing. During the probationary period, the person shall be subject to further routine testing under the random and reasonable suspicion provisions of this Policy. Additionally, they shall be subject to unannounced urine or blood tests upon request by AMA Racing, and at AMA Racing's sole discretion. Costs of such tests are to be borne by the person on probation.

- b. Suspensions and other disciplinary actions invoked by AMA Racing for violations of this Policy are subject to appeal as provided for in Item 11. These appeal procedures are specific to the AMA Racing Substance Abuse Policy and take precedence over the general appeal procedures contained in the AMA Racing Rules for Competition.

6. Second Offenses: Procedures and Penalties

- a. The penalties for a second violation under Item 1 of this Policy, and conditions under which reinstatement may be considered, shall be as follows:
 1. Suspension from participation in AMA Racing and AMA amateur competition for an indefinite period of not less than two years. AMA Racing shall at its sole discretion determine the effective date and length of suspension.
 2. A fine of up to \$1,000.00 may be levied at the sole discretion of AMA Racing. All fines must be paid before reinstatement will be considered.
 3. Reimbursement of all testing and associated costs incurred by AMA Racing must be made before reinstatement will be considered.
 4. Pass a test for prohibited substances, such test to be conducted at a time and place determined by AMA Racing. The costs of the test are to be borne by the person under suspension. Failure to pass this test will constitute a third offense of this Policy and penalties prescribed in Item 7 will apply. Under no circumstances will any person be reinstated until they have passed a follow-up test.
 5. Compliance with all provisions of a five-year probationary period which shall be imposed in connection with any second offense under this Policy. The conditions of such probation shall be

at the sole discretion of AMA Racing. During the probationary period, the person shall be subject to further routine testing under the random and reasonable suspicion provisions of this Policy. Additionally, they shall be subject to unannounced urine or blood tests upon request by AMA Racing, and at AMA Racing's sole discretion. Costs of such tests are to be borne by the person on probation.

- b. Suspensions and other disciplinary actions invoked by AMA Racing for violations of this Policy are subject to appeal as provided for in Item 10. These appeal procedures are specific to the AMA Racing Substance Abuse Policy and take precedence over the general appeal procedures contained in the AMA Racing Rules for Professional Competition.

7. Third Offenses: Procedures and Penalties

- a. If a person is found in violation of Item 1 of this Policy for a third time, that person shall be permanently banned from participation in any AMA-sanctioned amateur events in any capacity.
- b. Suspensions and other disciplinary actions invoked by AMA Racing for violations of this Policy are subject to appeal as provided for in Item 11. These appeal procedures are specific to the AMA Racing Substance Abuse Policy and take precedence over the general appeal procedures contained in the AMA Racing Rules for Competition.

8. Non-Compliance With Policy Provisions

- a. If a rider, official or other AMA members involved in the running of the race refuses to abide by the drug, substance and alcohol testing provisions of the licensing agreement; refuses to execute the "Participant Notification Form" or "AMA Racing Authorization for Testing and Release;" or fails to comply with any other procedures related to this Policy when instructed by AMA Racing; that person shall be suspended from participation in any AMA amateur competition for an indefinite period of not less than two years.
- b. If any rider, official or other AMA members involved in the running of the race refuses to submit to a urine, blood, breath and/or eye test under any provision of this Policy, that person may be ejected from the premises or other emergency action may be taken as deemed appropriate at the sole discretion of AMA Racing; and that person shall be suspended from participation in any AMA amateur competition for an indefinite period of not less than two years.
- c. Any infraction under this section of AMA Racing Substance Abuse Policy shall be considered of equal severity to a second offense under Item 6, and the

penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.

- d. Any second infraction under this section of the AMA Racing Substance Abuse Policy shall be considered of equal severity to a third offense under Item 7, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.

9. Falsifying or Withholding Information

- a. Any rider, official or other AMA members involved in the running of the race who attempts to or does falsify, alter or otherwise tamper with a urine or blood sample, shall be suspended from any participation in AMA Racing-sanctioned activities for an indefinite period of not less than two years.
- b. Any rider, official or other AMA members involved in the running of the race who attempts to or does falsify, alter or otherwise tamper with any documentation related to the Substance Abuse Policy; or who attempts to or does withhold required information; shall be suspended from any participation in AMA Racing sanctioned activities for an indefinite period of not less than two years.
- c. Any infraction under this section of the AMA Racing Substance Abuse Policy shall be considered of equal severity to a second offense under Item 6, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.
- d. Any second infraction under this section of the AMA Racing Substance Abuse Policy shall be considered of equal severity to a third offense under Item 7, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.

10. Release of Information

AMA Racing reserves the right, in its sole discretion, to release and disclose the results of any substance abuse tests performed under this Policy, together with any medical information, conclusions and interpretations related to such test results or the performance of such tests. AMA Racing further reserves the right, in its sole discretion, to release and disclose the background and details related to any disciplinary actions taken under the provisions of this Policy.

11. Protests and Appeals

- a. Except as otherwise provided herein, applicable provisions of the AMA Racing Rules for Competition regarding Offenses, Penalties, Protests and Appeals shall apply.
- b. Persons disqualified from a race meet for a suspected violation of this Policy may protest their

disqualification to the Referee or his designee as provided in applicable AMA Racing Rules. The Referee or his designee's decision shall be final and disqualification from participation in the meet, if upheld by the Referee or his designee shall include the loss of any rights with regard to the event in question.

c. There shall be two types of appeals allowed under this Policy.

1. Appeal of the findings of AMA Racing's testing laboratory with respect to a body fluid.

- a. Upon notification of a positive test result, a person may request an analysis of the second body fluid specimen held in secure storage as provided for in Item 12 (a), (1)(b).**
- b. Request for the analysis of the second specimen must be made in writing to the AMA Racing Substance Abuse Policy Administrator within seven days of the notification of the positive test result. A filing fee of \$250 must accompany the request and will be refunded only if the second test does not support the original findings. Failure to request a second test within the seven day appeal period shall constitute acceptance of the test results.**
- c. AMA Racing will use its best efforts to expedite the second test, which will be at the expense of the person who tested positive.**
- d. The person who tested positive may attend the second test with a layman or expert witness of their choice, provided a written request to that effect was made to the Program Administrator at the time of the appeal.**

2. Appeal of disciplinary actions levied under this Policy

- a. Appeal of disciplinary actions imposed by the Administrator of the AMA Racing Substance Abuse Policy must be made in writing, and within 14 days of notification of the penalty, to the Director of Competition. Specific procedures for such an appeal are provided in the AMA Racing Rules for Competition.**
- b. There shall be no provision to allow a person to continue participation in AMA Racing sanctioned events while appealing a suspension related to the use or abuse of a prohibited substance. Under no**

circumstances will any person be reinstated until they have passed a follow-up test.

- c. At the sole discretion of AMA Racing, riders may be allowed to race while appealing penalties related to this Policy which do not involve use or abuse of a prohibited substance.

12. Collection and Transport of Specimens

AMA Racing will designate persons or organizations to be in charge of body fluid collection and/or the administration of other testing protocols and they will be responsible for duties including the following:

- a. Insure that two body fluid specimens are correctly obtained, identified and labeled.
 - 1. One specimen shall be used for performing the preliminary analysis and, when necessary, confirmation tests.
 - 2. The second specimen shall be properly maintained in secure storage for analysis in the event of an appeal.
 - b. Insure that specimens, once properly labeled, are maintained in suitable and secure conditions for delivery to the designated testing laboratory.
 - c. Insure that all proper documentation related to tests is completed and compiled.

13. Facility for Testing

All testing of specimens will be conducted at a facility or facilities selected by AMA Racing, and according to testing methodologies selected by AMA Racing.

- a. The testing facility will determine whether a particular specimen tests positive with respect to a prohibited substance and/or alcohol.
- b. All positive test results will be verified by a confirmation analysis of the same body fluid specimen before the test results will be considered to be "true positive".

14. Costs of Tests

Costs of routine random tests conducted under this program will be paid by AMA Racing. Under certain circumstances, as specified in this Policy, individuals are responsible for testing costs. In such instances, the price for each test conducted, collection and shipping of specimens inclusive, shall be determined by AMA Racing.

15. Treatment for Drug or Alcohol Abuse

AMA Racing does not recommend or provide specific drug or alcohol rehabilitation programs. Rather, AMA Racing strongly encourages self-help and professional treatment for those afflicted with a drug or alcohol abuse problem. Many assistance programs, both public and private, are available and can provide quality care and treatment.

16. Program Administration and Integrity

- a. The AMA Racing Substance Abuse Policy is governed by AMA Racing in order to protect the safety and integrity of motorcycle sport.**
- b. The Program Administrator shall have the responsibility for the conduct and the enforcement of all provisions of this Policy and for taking disciplinary actions as provided for herein and in the AMA Racing Rules for Competition.**
- c. In order to demonstrate AMA Racing's commitment to the safety and integrity of motorcycle racing and to underscore its commitment to an effective and credible Substance Abuse Policy:**
 - 1. Any AMA Racing official found in violation of this Policy may, at the sole discretion of AMA Racing, be permanently barred from future involvement in AMA Racing and AMA amateur competition.**
 - 2. The Program Administrator for the AMA Racing Substance Abuse Policy shall, as a precondition to holding that position, submit to periodic urine, blood, breath and/or eye testing as requested at the sole discretion of the VP of AMA Operations, costs of such tests to be borne by AMA Racing.**

17. Applicability of AMA Racing Rules of Competition

The AMA Racing Substance Abuse Policy is a supplement to the provisions of the AMA Racing Rules for Competition and will be interpreted, enforced and applied by AMA Racing. The AMA Racing Substance Abuse Policy is binding upon all AMA Racing riders, officials and other AMA members involved in the running of the race in the same manner and to the same extent as the AMA Racing Rules for Competition.

APPENDIX 6.8

ABBREVIATIONS & GLOSSARY

Adult: Any person over the age of majority in the state where he/she lives.

AMA: American Motorcyclist Association

Amateur riders: Riders not competing for cash awards. A rider 12 years old or older competing in Amateur class (not Youth).

ATV - All-Terrain Vehicle: A four-wheel vehicle, 50 inches or less in width used in competition that receives power transmission to the drive wheels from one motorcycle-type engine. The vehicle must be controlled by the use of handlebars and must be equipped with a seat that requires the rider to straddle the vehicle. All AMA rules apply to ATVs as well as motorcycles, unless otherwise defined in the ATV Chapter or Supplemental Rules. All class structures should be based on the ATV Chapter's listings. ATV age restrictions must be followed.

ATV Production: For an ATV to be legal for the production class, the stock frame and ATV engine cases from the original ATV manufacturer of that make and model must be used. Only bolt-on components allowed.

Authorized adult: Any person over the age of majority, not the parent or legal guardian, who is given the responsibility, in writing and notarized, for a minor on a given day.

Classic - Vintage: Applies to motorcycles or events that feature motorcycles that are non-current models of 1974 and earlier.

Contest: Competition between two or more riders in a meet.

cc: Cubic centimeters

cu. in.: Cubic inches.

Desert Scrambles: Similar to a Hare and Hound event except the course may be as short as 30 miles and repeated to make up a total of at least 60 miles.

District or State Championship: One annual event per category as authorized in writing by the recognized district organization or by the AMA if a district organization doesn't exist. Area, regional, national, district or state championship can't be used without the appropriate sanction or written permission.

DNF: Did Not Finish

DNS: Did Not Start

DOT: Department of Transportation.

Dual Sport: Activity and equipment designed for road and off-road motorcycles. See AMA Recreational On-Off Road Guide & Rulebook.

European Scramble: A European scramble is comprised of a closed loop of about 10 miles wherein you race around the course as many times as possible within the prescribed time, normally 1 hour.

Event: Any one of the contests in a meet.

Grand Prix: A grand prix primarily is a known closed-course meet that includes both natural and graded or paved terrain and is normally run as a multi-lap race. Scoring is similar to hare scrambles.

Heat: A qualifying event that determines which riders advance to the final event.

Historic: Applies to motorcycles or events that feature motorcycles of any era.

Knobby Tires: Tires that don't meet the following measurements will be considered 'knobbies': The overall width when fitted must not exceed 115mm. The tread depth must not exceed 13mm. All blocks in the same circumference must be of the same depth. The space between the blocks must not exceed 9.5mm. The space between shoulder blocks must not exceed 22mm. Tires marked not for highway use are considered knobby.

Machine: Motorcycle, supermini, minicycle, or ATV with one frame and frame number and one engine and engine number.

Manufacturer: The original manufacturer of a motorcycle, not the distributor.

Medical Release: Authorization from the parent or legal guardian required by a hospital before it can treat a sick or injured minor.

Meet: An activity during which one or more motorcycle/ATV events and related practices for such events are conducted.

Minicycle: A two-wheeled motor-powered vehicle with a wheelbase of 51 inches or less.

Moto: A contest during a motocross meet.

Motorcycle - (except for sidecar): A two-wheeled vehicle receiving power to one or both wheels from a single motorcycle engine. The minimum wheelbase is 51 inches. The minimum rear wheel size is 16 inches.

Mud and Snow Scrambles: The course shall be a closed course of a half mile to four miles. Hare scrambles rules will be used for this event.

Multiday Meet: A single meet type held at the same location on consecutive days with overall awards.

OEM: Original equipment manufacturer.

Organizer: AMA-chartered club or chartered organization conducting, proposing to hold or organizing a meet.

Piston Displacement: The space covered, or volume swept during each piston stroke.

Pit Crew: Mechanics or assistants to a rider entered in a meet.

Post Vintage: Refer to Vintage Racing Meet sections in rulebook for specific designations.

Pro-Am: Professional and Amateur "A" motocross racers competing for advancement points towards a professional license.

Protest: Written disagreement with an official decision made involving AMA competition. A protest must be filed as outlined in Chapter 6 of these rules.

RDO: Recognized District Organization.

Rider: Any person who has completed an entry and competes in a meet.

Roll Check: List of rider numbers and times as they pass a checkpoint.

Sidecar: A small passenger-carrying car attached on one side to a motorcycle and supported on the other side by a wheel of its own.

Sleeve: A cylinder insert.

Standard Meet: A series of events or games in which prizes are limited to trophies or merchandise.

Supermini: An 80cc to 112cc two-stroke/75cc-150cc four- stroke machine with a wheelbase between 48 and 52 inches and minimum rear wheel size of 14 inches and a maximum front wheel size of 19 inches.

Suspension: In the context of penalties, the loss of all rights to compete as a rider or member of a pit crew for a specified period.

Time Trial (Record Trial): An event in which a rider competes against a clock.

Vintage: Refer to Vintage Racing Meet sections in rulebook for specific designation.

Wheelbase: The length of a horizontal line connecting two vertical lines drawn from the center point of each axle to the surface, with the rear axle adjusted to its maximum rearward position. Wheelbase shall be measured with the machine in an upright unloaded position.

Youth Meet: A series of contests or games for youth riders in which prizes are limited to trophies or merchandise.

Youth Rider: Any rider, age eligible to compete in a youth meet.

APPENDIX 6.9

2014 AMA PROTEST FORM

This form is to be used for lodging any of the three types of protests outlined by the AMA Racing Rules governing Pro/Am, Standard, ATV and Youth Competition. These three protests include:

1. Visual Protests that relate to motorcycles and components where compliance or noncompliance can be confirmed visually. A \$50 per item fee is required on all visual protests.
2. Technical Protests relate to motorcycles and components where some type of measuring device or teardown procedure is needed to confirm compliance or noncompliance with the rules. A \$50 per item fee is required on any technical protests.
 - a. In addition to the protest fee(s), the following teardown fees will apply for a technical protest requiring measurement or teardown of an engine:
 - (1) 2-stroke engine: \$100
 - (2) 4-stroke engines and all other 2-strokes: \$250
 - (3) An additional \$100 is required for measurement of any engine that must be removed from the frame for inspection.
3. Administrative: All other protests will be defined as administrative (e.g., rider eligibility, scoring, etc.). These protests require a \$50 fee.

Event Date: _____

Event Location/Name: _____

Class: _____

Time: _____

Name of rider filing protest (Print): _____

Signature: _____

AMA #: _____

Name of rider being protested (Print): _____

AMA #: _____

Item(s) being protested with regard to violation of AMA Racing rule book (Be specific; attach additional sheet(s) if necessary):

Referee's Ruling: _____

Referee's Name (Print): _____

Referee's Signature: _____

Referee's AMA Number: _____

(Fees for visual and technical protests only)

Number of items _____ x \$50 = _____

+ Teardown fee (if app.) _____

= Total fees due: _____

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 - (1) 2-stroke engine: \$100
 - (2) 4-stroke engines and all other 2-strokes: \$250
 - (3) An additional \$100 is required for measurement of any engine that must be removed from the frame for inspection.
3. Administrative: All other protests will be defined as administrative (e.g., rider eligibility, scoring, etc.). These protests require a \$50 fee.

Event Date: _____

Event Location/Name: _____

Class: _____

Time: _____

Name of rider filing protest (Print): _____

Signature: _____

AMA #: _____

Name of rider being protested (Print): _____

AMA #: _____

Item(s) being protested with regard to violation of AMA Racing rule book (Be specific; attach additional sheet(s) if necessary):

Referee's Ruling: _____

Referee's Name (Print): _____

Referee's Signature: _____

Referee's AMA Number: _____

(Fees for visual and technical protests only)

Number of items _____ x \$50 = _____

+ Teardown fee (if app.) _____

= Total fees due: _____

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 - a. In addition to the protest fee(s), the following teardown fees will apply for a technical protest requiring measurement or teardown of an engine:
 - (1) 2-stroke engine: \$100
 - (2) 4-stroke engines and all other 2-strokes: \$250
 - (3) An additional \$100 is required for measurement of any engine that must be removed from the frame for inspection.
3. Administrative: All other protests will be defined as administrative (e.g., rider eligibility, scoring, etc.). These protests require a \$50 fee.

Event Date: _____

Event Location/Name: _____

Class: _____

Time: _____

Name of rider filing protest (Print): _____

Signature: _____

AMA #: _____

Name of rider being protested (Print): _____

AMA #: _____

Item(s) being protested with regard to violation of AMA Racing rule book (Be specific; attach additional sheet(s) if necessary):

Referee's Ruling: _____

Referee's Name (Print): _____

Referee's Signature: _____

Referee's AMA Number: _____

(Fees for visual and technical protests only)

Number of items _____ x \$50 = _____

+ Teardown fee (if app.) _____

= Total fees due: _____

APPENDIX 6.10

2015 RULES

The following rules were approved for the 2015 AMA Racing Rulebook.

Section: 1.2; Chapter: 1; Paragraph: A.1 (add)

Next year model machines are not eligible in any class at the AMA Amateur National Motocross Championships.

Section: 1.2 Chapter: 1; Paragraph: B.2 (add)

e. Programming or mapping changes to the stock OEM ECU unit are permitted.

Section: 1.3; Chapter: 1; Paragraph: E.7 (change)

A rider who completed fewer than half the laps of the winning rider, or didn't take the checkered flag, receives points corresponding to the total number of riders entered in the class with a minimum of 20 points and the score sheet will show DNF. A rider who didn't complete one lap will receive a score equal to the total number of riders plus 30 points and the score sheet will show DNS. No rider will be allowed to make up lost laps after the checkered flag.

Section: 1.2; Chapter 1; Paragraph B.1 (add bold items)

Air Box & Intake Boot	Frame & Sub Frame
Exhaust System	Rim Size
Electronics	Bore & Stroke
Lower Triple Clamp	Swingarm
Internal Engine Components	Wheel Hubs
Carburetor / Throttle Body	Air Filter Screen
Rear Shock	Front Forks

Section: 1.6; Chapter: 1; Paragraph: A; Page 34-35 (replace)

Section: 1.6; Chapter: 1; Paragraph: B. 5 (replace)

A. Equipment

Like design: Frames, swingarms and forks must be of period design and materials (pre-1975 for Vintage and pre-1978 for Evolution 1). Any design not clearly documented as period design must be submitted for written approval by AMA Racing at least 30 days prior to competition.

B. Classes

1. Vintage classes will include machines originally sold as pre-1975 (and like design) models. Vintage classes will include bikes with 7 inches or less front wheel travel and 4 inches or less of rear travel.

a. Vintage classes:

Class	Class Name	Engine Size
1	100cc	88cc-100cc
2	125cc	101cc-125cc
3	200cc	126cc-200cc
4	250cc	201cc-250cc
5	Open	251cc-Open
6	Vet (30+) Open	100cc-Open
7	Senior (40+) Open	100cc-Open
8	Super Senior (50+) Open	100cc-Open
9	Masters (60+) Open	100cc-Open
10	Women's Open	100cc-Open

2. Evolution 1 classes will include machines originally sold as pre-1978 (and like design) models. Evolution 1 Classes will include bikes with a max of 9 inches of travel for the front and the rear. No water cooling.

a. Evolution 1 classes:

Class	Class Name	Engine Size
1	125cc	88cc-125cc
2	Open	126cc-Open

3. Evolution 2 Classes will include bikes with no linkage type rear suspension, no water cooling, and no disc brakes. There are no travel limitations.

b. Evolution 2 classes:

Class	Class Name	Engine Size
1	125cc	88cc-125cc
2	250cc	126cc-250cc
3	Open	251cc-Open

4. Evolution 3 Classes may have been produced with water cooling and have linkage type rear suspension, but they cannot have disc brakes or any power valve type mechanism built directly into the engine. Yamaha's YZ 1982-1984 are the only eligible motorcycles allowed to use a power valve mechanism

a. Evolution 3 classes:

Class	Class Name	Engine Size
1	125cc	88cc-125cc
2	250cc	126cc-250cc
3	Open	251cc-Open

5. Non-current classes will include motorcycles 1998 or older (and like design) models.

a. Non-Current classes:

Class	Class Name	Engine Size
1	125cc	122cc-125cc
2	250cc	126cc-Open
3	Veteran (30+) Open	122cc-Open

6. Vintage Motocross Nationals additional classes. EVO 1, 2, 3 combined.

Class	Class Name
1	69-80cc Youth (12-15)
2	Veteran (30+) Open
3	Senior (40+) Open A
4	Senior (40+) Open B
5	Senior (40+) Open C
6	Super Senior (50+) Open A
7	Super Senior (50+) Open B
8	Super Senior (50+) Open C
9	Masters (60+) Open A
10	Masters (60+) Open B
11	Masters (60+) Open C
12	Women's Open

Section: 4.2; Chapter 4; Paragraph B (add)

4. ATV's used in youth, stock, and production class competition refer to the approved list available at www.americanmotorcyclist.com

NOTES



American Motorcyclist Association
13515 Yarmouth Drive, Pickerington, Ohio 43147
AmericanMotorcyclist.com