



2025 RULES FOR PROFESSIONAL ATV MOTOCROSS COMPETITION

Revised: 3.6.25

Introduction

This book contains rules and technical requirements governing all events that make up the AMA Pro Racing ATV Motocross Championship. The Rulebook is designed to provide the necessary information to assist licensed racers in the preparation of ATVs for motocross competitions sanctioned by AMA Pro Racing.

As a general rule, unless optional equipment or modification is specifically permitted by this Rulebook, it is prohibited. The intent of a specific rule will override a competitor's interpretation of that rule. The intent of a rule will be determined by AMA Pro Racing officials. If any equipment rule is unclear to the competitor, the competitor is advised to obtain written approval prior to making any modifications. Requests for rule clarifications or interpretations must be submitted in writing to AMA Pro Racing technical staff. Any prior verbal approval from AMA Pro Racing staff or officials without a written statement from the Technical Department with regard to the interpretation of a rule or procedure, will be deemed invalid.

While every effort has been made to write these rules in a clear and unambiguous fashion, it is impossible to anticipate every circumstance. It will be the Race Director's responsibility to make decisions regarding rules enforcement.

DISCLOSURE:

AMA PRO RACING STRIVES TO REGULATE THE SPORT OF PROFESSIONAL ATV RACING IN THE FAIREST POSSIBLE MANNER. ALL PARTIES INVOLVED IN AMA PRO RACING SANCTIONED EVENTS ARE EXPECTED TO CONDUCT THEMSELVES IN A PROFESSIONAL MANNER, RESPECTING AT ALL TIMES THE RIGHTS OF OTHERS. THE RULES FOR COMPETITION ARE INTENDED ONLY AS A GUIDE FOR THE CONDUCT OF THE SPORT PURSUANT TO THE UNIFORM RULES. RULES DIRECTED OR RELATED TO SAFETY ARE PROMULGATED TO MAKE ALL PERSONS CONCERNED WITH SAFETY, BUT AMA PRO RACING NEITHER WARRANTS SAFETY IF THE RULES ARE FOLLOWED NOR COMPLIANCE WITH AND ENFORCEMENT OF RULES. MOREOVER, EACH PARTICIPANT IN COMPETITION HAS THE RESPONSIBILITY TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND CONDITIONS AND ASSUMES THE RISK OF COMPETITION.

TABLE OF CONTENTS

Section	
Licensing, Eligibility, Entries and Credentials	1
Race Rules and Procedures	2
Equipment Standards and Technical Rules	3

Appendix	
Offenses, Penalties, Protests and Appeals	A
AMA Pro Racing Substance Abuse Policy	B
Sound Test Procedures	C
Fuel Test Procedures	D
Glossary	E

Section 1

Licensing, Eligibility, Entries and Credentials

1.1	Competition Licenses
1.2	ATV Motocross License Criteria
1.3	Credentials

1.1. Competition Licenses

- a. All racers participating in any on-track practice, qualifying or racing activity must have a valid AMA Pro Racing (AMAP) ATV license.
- b. Licenses are issued at the sole discretion of AMAP and may be revoked with or without cause.
- c. Licenses are not issued at the events and can only be obtained in advance from AMAP. It is recommended that processing of license applications be completed through the AMAP office 30 days prior to the first event in which the racer intends to participate.
- d. Foreign racers applying for an AMAP ATV license must submit a release and certification from their licensing federation.

1.2 ATV Motocross License Criteria

- a. License applicants must be at least 17 years of age at the time of application. **In 2026 applicants must be at least 18 years of age.**
- b. License applicants must provide proof of primary medical insurance.
- c. In addition to the above requirements, license applicants must meet one of the following requirements:
 - i. Held a Pro Motocross license in 2023 or 2024; or
 - ii. Earn at least 100 advancement points in the current or previous competition season.
- d. AMAP ATV licensed racers not competing in AMAP sanctioned events for a period of two years may lose their prior classification.
- e. AMAP may issue a license to any racer who does not meet one of the above criteria if it determines, in its sole discretion, the racer has adequate competition experience. If applying under this criteria, additional information must be submitted for approval.
- f. AMAP may revoke or refuse to issue a license to any racer who does not meet the above criteria if it determines, in its sole discretion, the racer does not have adequate competition experience.

1.3 MX Sports Pro Racing Credentials

All Credentials provided by MX Sports Pro Racing (“MXPro”) are the property of MX Sports and may be revoked at any time without refund of credential fees. Use and display of credentials are subject to the following:

- a. MXPro Season Credentials are issued for exclusive use by the person named on the credential.
- b. MXPro credentials allow access to the race venue, are non-transferable and may not be duplicated, or copied. Persons violating this provision will be subject to disciplinary action and/or revocation of credential privileges and removal from the event. Failure to properly display the credential is cause for disciplinary action or revocation.
- c. Any person without the proper issued credential in their possession may be required to pay the applicable race day rates to be issued the appropriate pass for access to the meet.
- d. Credential holders are prohibited from entering restricted areas, the racing course, or the Signal Area, except during Pro competition, or where approved by MXPro.

Section 2

Race Rules and Procedures

2.1	Participant Regulations
2.2	Bulletins and Supplementary Regulations
2.3	Substance Abuse Policy
2.4	Medical Protocol
2.5	Testing Regulations
2.6	Inclement Weather/ Unacceptable Track Conditions
2.7	ATV Usage
2.8	Pit/ Paddock Regulations
2.9	Racers Meeting
2.10	Technical Inspections
2.11	On-Track Regulations
2.12	Flags
2.13	Staging
2.14	Start Procedure
2.15	Restart Procedure
2.16	Qualifying
2.17	Race Program
2.18	Race Finishes
2.19	Official Race Results
2.20	Championship Points
2.21	Awards Banquet

2.1 Participant Regulation

Every organization, association, company, club, promoter, racer and all other people participating in or in any way connected with an AMAP event will be considered participants and are thereby bound by the AMAP Rulebook and the following requirements:

- a. Appropriate dress is required for the position held;
- b. Shirts must be worn at all times;
- c. Professional conduct and behavior is required of all persons; and
- d. Foul language or other disturbing behavior will not be tolerated.

2.2 Bulletins and Supplementary Regulations

Competition Bulletins or Supplementary Regulations established by AMAP for the purpose of implementing, interpreting or enforcing these competition rules will be considered part of the official Rulebook.

2.3 Substance Abuse Policy

In the interest of maintaining the integrity of ATV sport, AMAP has established a Substance Abuse Policy. Random tests for banned substances or processes and alcohol may be conducted at the discretion of AMAP. Compliance with AMAP's Substance Abuse Policy is an essential precondition to the issuance of a professional competition license. Any violation of the policy or refusal to submit to testing as requested by AMAP will result in the immediate revocation of the competitor's license and loss of all rights to compete in AMAP sanctioned events.

2.4 Medical Protocol

- a. At no time during the event will a racer receive any type of intravenous hydration unless such hydration is deemed medically necessary by medical personnel as a result of an emergency medical situation (i.e., heat stroke) encountered by the racer during or as a result of participating in any practice, qualifier, moto race or other activity in the event.
- b. Once a racer receives such hydration during the event, the racer will not be permitted to compete in any further event activities, including, but not limited to, any further practice, qualifier, moto race or other activity in the event, unless and until the racer is released by the medical personnel who treated the racer for the specific emergency medical situation at issue.
- c. In any instance where a racer has experienced an apparent injury or when a racer is demonstrating apparent signs of physical distress, the racer may be instructed by the Race Director to immediately present themselves to the event medical personnel for evaluation.
- d. In any instance where the event medical personnel have determined that a racer requires immediate follow-up treatment at a medical facility, the racer will be prohibited from further competition that day. Racers who have been informed of the need for immediate treatment beyond that which can be provided on-site shall either be provided transport by ambulance or proceed immediately by private transport or other means as appropriate to the suggested medical facility.
- d. Any racer who sustains a concussion or loss of consciousness during an event shall be suspended from further competition until the racer can provide a medical release from his treating physician indicating that the racer has been medically cleared to resume competition. Although not required, racers are encouraged to complete an ImPACT Concussion Management Test prior to competition.

2.5 Testing Regulations

- a. Exclusive racetrack rental of a national ATV motocross venue for the purpose of testing or practice within **seven (7)** days prior to a national motocross event scheduled at that facility is prohibited.
- b. Any racer who is entered, or may enter, an event is prohibited from participating in any activities on the racetrack (including open practice or racing) within five (5) days prior to the event, unless otherwise approved by MXPro.
- c. Racers who are invited to or who are participating in Press/ Media Day activities will be allowed access to the racetrack in accordance with the Press Day schedule only.

2.6 Inclement Weather / Unacceptable Track Conditions

- a. Events may be conducted regardless of weather conditions.
- b. In the event of excessive rain or other unfavorable conditions, it may be necessary for the Race Director to alter the order of the event schedule, including, but not limited to adjusting the length of races, practices and qualifying sessions, and/or delaying or stopping the program completely.
- c. Should a delay occur, the Race Director will make every effort to resume the schedule in a timely fashion if conditions allow.
- d. If an event is stopped due to weather or other conditions, racers will be paid for purse-paying events which have been completed.

2.7 ATV Usage

- a. Racers must use the same machine (same main frame) for all qualifying events and the moto races.

- b. If the machine's main frame is damaged, the frame may be changed only with approval from the Race Director. Approval must take place prior to usage of the new frame.
- c. Racers must use the same machine for the parade or sighting lap as moto races.

2.8 Pit / Paddock Regulations

- a. Competition machines may only be ridden on the racetrack or in the designated test area. All other riding is discouraged.
- c. Racers, crew members and any MXPro credential holders are prohibited from operating any motor vehicle on race venue property in such a manner as to endanger the safety of other racers, crew members, officials or the public.
- d. Operation of a motor vehicle, including but not limited to a motorcycle, golf cart, ATV or utility vehicle, in the paddock must be at a very slow, acceptable speed (10 MPH maximum) so as not to endanger life or limb of other racers, crew members, officials or the public.
- e. A helmet and appropriate protective gear (pants, shirt, and boots) must be worn by the operator at all times a race machine is in operation.
- f. Smoking is prohibited in the Signal Area, Start Line and other restricted areas.
- g. People less than **18 years** of age are prohibited in the Signal Area, Start Line and other restricted areas.
- h. Pets are prohibited in the Signal Area, Starting Line and other restricted areas. Pets in the paddock must be on a leash or properly contained.
- i. Proper attire is required in the Signal Area. Shirts must have a collar. Open-toe shoes, cut-offs and sleeveless shirts/tank tops are prohibited. All individuals accessing the Signal Area are encouraged to wear eye protection.
- j. Before leaving a race facility it is the responsibility of racers/teams to deposit all waste fuel, fuel drums, motor oils, coolants, tires, batteries, black water and all other hazardous wastes in the proper hazardous waste disposal area provided by the track. Should containers not be available on-site, racers/teams must transport such items from the facility for proper disposal.

2.9 Racers Meeting

All racers entered in the event must attend the Racers Meeting. The Race Director may call roll or spot-check attendance. On event days, racers may be designated to participate in pre-race opening ceremonies, post-race podium interviews, and scheduled press briefings. Racers failing to be available for these event day activities may be fined. Racers may be excused from these activities for medical reasons or for good cause only upon approval by MXPro.

2.10 Technical Inspections

- a. Technical inspection of race machines or other equipment may be held prior to and after a race event, or at other times as determined by the Race Director or Chief Technical Inspector.
- b. Although the machine, equipment or apparel passed prior inspections, it must be in compliance with the rules at all subsequent inspections.
- c. Only machines that have passed tech inspection will be allowed on the racecourse.
- d. Machines must be class-legal and must meet all equipment requirements.
- e. More than one machine per racer may be presented and passed through initial Technical Inspection, provided frame numbers are properly recorded distinguishing race machines from practice machines. Machines used for timed qualifying are considered race machines.
- f. The Race Director or Chief Technical Inspector may require post-race teardowns following the completion of the event.
- g. Only two working mechanics for each impounded machine are permitted in the post-race inspection/impound area.
- h. Only the Race Director or Chief Technical Inspector may inspect impounded machines or equipment.

2.11 On Track Regulations

- a. Racers must remain on the marked course. The course will be marked by track markers, boundary markers, hay bales, tuff blocks, dirt mounds, etc. If the marking devices are knocked down, the racer must stay on the

original marked course.

- b. A racer leaving the course may continue the race by properly re-entering the course at the closest point to where the racer left the course, without gaining an advantage. If a racer leaves the course for any reason, the racer must immediately slow down to a safe speed so as not to endanger life or limb of other racers, crew members, officials or the public. It will be the responsibility of the Race Director or his designee to determine whether the racer gained an advantage upon re-entry or failed to slow down after leaving the course. A racer may be determined to have gained an advantage without gaining a position.
- c. No racer may ride or operate any vehicle in such a manner as to endanger the life or limb of other racers, crew members, officials or the public.
- d. Racers are prohibited from using any personal audio listening device while operating a vehicle on the racecourse.
- e. Racers are prohibited from using any on-board or helmet mounted video recording device or its likeness while operating a vehicle on the racecourse.
- f. Racers and crew members are prohibited from throwing any racer apparel or other similar items into the spectator areas, particularly during podium activities.
- g. Only racers officially entered in the event may ride or practice on the racetrack the day of the event.
- h. Unless directed to do so by the Race Director or his designee, no one is permitted to ride a race machine in the wrong direction on the racetrack.
- i. Except in the designated Signal Area, no adjustment, repairs or refueling may be made to a race machine by crew members during a race. Racers must pull into the designated Signal Area and be off the racetrack before receiving assistance.
- j. Racers may make repairs during an event, without outside assistance, in a suitable area, off the racetrack.
- k. Outside assistance to a racer on the racetrack is forbidden except when the assistance is given by flag marshals, medical workers, designated event track workers and related event course staff, or officials placed by the Race Director for the purpose of control and safety of the event, with the following exceptions:
 - i. Assistance by crew members is permitted during practice in the designated Signal Area; and
 - ii. Assistance by crew members is permitted from the Start Gate up through the Holeshot Line following the start of a moto race on the first lap only.
 - iii. When outside assistance is provided to any racer by any approved event support individual, such as the removal of a disabled machine from the racing surface, it shall be for the purpose of racer safety, course management, and to facilitate the continuation of the event. Outside assistance that provides an inherent advantage to any racer shall be reviewed by the Race Director to determine the extent of any competitive advantage and to make any scoring adjustments or rule applications as may be appropriate.
- l. Receiving medical treatment on the racetrack during a race, outside the scope of evaluating a racer's ability to continue, will be considered outside assistance, and the racer will not be allowed to continue that race.
- m. A race machine that enters the paddock during a race will not be permitted to return to the racetrack.
- n. Equipment considered acceptable by AMAP may be tested during practice sessions under the control of the Race Director.

2.12 Signal Flags

a. Operational Flags:

- i. **Green Flag:** Indicates the start of a race or clear track conditions.
- ii. **White and Green Flags Crossed:** Indicates half the total race time.
- iii. **White Flag:** Indicates the final lap of a race.
- iv. **Checkered Flag:** Indicates the end of a race or practice session. Proceed to the designated track exit.
- v. **Red Flag:** Indicates the race has been stopped. Reduce speed and proceed safely to the Staging Area.
- vi. **Black Flag:** Indicates a problem with a machine or a disqualification. A number board displayed with the flag indicates the racer being signaled. Carefully reduce speed and proceed around the course to the designated Signal Area. Black-flagged racers are not permitted to return to the racecourse unless cleared by the Race Director.

b. Warning Flags and Signal Lights

- i. **Yellow Flag:** Indicates a potentially hazardous situation on or near the racetrack. Racers must exercise caution. Passing is allowed.
- ii. **White Flag with Red Cross** (“Medical” Flag): Indicates a potentially hazardous situation on or near the racetrack in an area that is not clearly visible to on-coming racers or a medical situation on or near the racetrack. Racers must proceed with extreme caution. Racers must make all efforts to maintain all four wheels of the machine on the ground over obstacles until the racer has passed the area of concern. Passing is NOT allowed. This flag or flashing red and white lights takes precedence over all other flags that may be displayed. Penalty for violation of the flag may include but not be limited to loss of championship point(s) and/or race position(s), as determined by the Race Director.
- iii. **Blue Flag:** Indicates a racer is about to be overtaken by a faster racer. The overtaken racer should hold their line and not impede the progress of the faster racer. Racers disregarding this flag may be black-flagged at the discretion of the Race Director.

2.13 Staging

- a. Thirty (30) minutes prior to the start of each moto race, a horn will be sounded signaling “first call” and that the Staging Area is open. Machines must be taken to the Staging Area to await gate selection.
- b. Twenty (20) minutes prior to the start of the race, the entrance to the Staging Area will be closed and the Start Gate will be loaded. Gate selection must be quickly made by the racer or his designee when directed by the official to do so or the position will be forfeited.
- c. Machines not in the Staging Area by the time of closure will not be loaded on the gate until all other racers/designees have selected their starting positions. Machines arriving late will be loaded in the order of their late arrival to staging.
- d. Ten (10) minutes prior to the start of the race, racers will be released for the Sight Lap. The Sight Lap is optional. Racers may receive repairs in the Signal Area during the Sight Lap.
- e. Four (4) minutes prior to the start of the race, all racers must have completed their Sight Lap and re- entered their position on the Start Gate.
- f. Once a machine enters the Staging Area and is called to the Start Gate, the machine will not be permitted to return to the paddock. If the machine is removed from the Staging Area after this point, the racer will not be permitted to start the race unless agreed upon by the Race Director.
- g. Once a machine is in a gate position at the Start Gate, the gate position cannot be changed.

2.14 Start Procedure

- a. Each racer may have only one crew member accompany them to the Start Gate. No other crew members are permitted at the Start Gate.
- b. Grooming in front of the Start Gate is prohibited.
- c. Grooming behind the Start Gate is permitted, provided no shovels, tools, or other implements (foreign or natural) are used.
- d. When using a starting pad made of steel, concrete or other material, a brush may be used to clean the starting pad area only. Only brushes utilizing nylon type bristles may be used. (No steel type bristles)
- e. Watering of starting lanes by racers or mechanics is prohibited.
- f. Ramps of any kind may not be formed in the starting lane. (The front and rear tires must be level).
- g. Machines must be positioned straight and in the center of the Start Gate. Racers may not start at an angle.
- h. If a backstop board is present, the rear tire may not extend past or rest upon it.
- i. In the event a racer needs to make repairs once loaded in the Start Gate, the machine must be pushed back from the gate to behind the rear restraint before any repairs can be made, so as not to interfere with other competitors. All machines should be running prior to the display of the 30-second board.
- j. Once the track is clear for the start, the Race Director or his designee will direct the Starter to hold up a 30-second board. The 30-second board will be held upright for 30 seconds, then turned sideways for at least five seconds, but not more than ten seconds. During the five- to ten-second interval, the gate will fall.

- k. Racers who are present at the Start Gate but are unable to start due to a stalled machine or other contributing factor may join the race from the starting area until the time the race leader completes the first lap. Thereafter, the racer may not join the race and is barred from any subsequent restarts.
- l. Jumping or fouling the Start Gate may result in a penalty or disqualification.

2.15 Restart Procedure

- a. In the case of a false start (gate malfunction), the race will be restarted with the racers returning to their original Start Gate positions.
- b. Should a race be stopped after one (1) full lap is complete, the race will be restarted using the original staging positions for that moto. If a race is stopped after two (2) full laps are complete, the racers will be staged based on racer positions the lap prior to the red flag. The restart will resume for the remaining of the 20-minute race. The restart will take place as soon as possible and within a maximum time of 10 minutes, providing track conditions allow.
- c. Should a race be stopped after fifteen (15) or more minutes have elapsed, the race will be considered complete and finishing positions will be determined by racer positions at the time the race is stopped, as opposed to track positions in the lap preceding the red-flagged lap.
- d. Racers who are not present at the Start Gate or who are present but unable to join the race before the race leader completes the first lap, are barred from any subsequent restarts.
- e. During a restart all racers must return to the Staging Area immediately and are not permitted to return to the paddock. Racers returning to the paddock will not be eligible for the restart unless directed to do so by the Race Director.
- f. Repairs to machines must be made in the Staging Area or behind the Start Gate only. No repairs may be performed on the Start Gate.
- g. In the event of a restart, no additional crew members will be allowed to the Start Gate, i.e., racers may only have one crew member accompany them to the Start Gate.
- h. Racers may be directed to the paddock by the Race Director in case of foul weather or other unforeseen circumstances.
- i. Any race start or restart will be considered an official part of the event even if the start or restart does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.

2.16 Qualifying

- a. National motos will consist of 20 racers maximum.
- b. In the event there are more than 20 entrants, the class will be seeded based on timed qualifying.
- c. The current top 5 racers in points will be automatically seeded into the national motos. For round 1, the top 5 racers from the previous year's final standings will be automatically seeded. Provided, however, that seeded racers must have at least one time posted or complete one lap during timed qualifying sessions in order to compete in the national motos.
- d. The next 11 racers will be determined based on the top 11 qualifying times (excluding seeded racer times).
- e. A 3-Lap Consolation Race will determine the final four (4) positions for the national motos.
- f. Any seeded racer or any racer who has qualified for a start position, who then decides, for whatever reason, not to compete in that day's event, is required to notify the Race Director of their intention not to compete and withdraw their entry within 30 minutes of posting of qualified times. Upon said withdrawal, the next positioned racer may be advanced into the national motos. Seeding of the replacement racer will be based on Consolation Race finishing positions (e.g., 5th place, 6th place, etc.). Seeded / qualified racers who fail to compete without formally withdrawing may be subject to penalty. This requirement applies to the first moto only.

2.17 Race Program

- a. The race program will consist of two 15-minute practice sessions. The first lap will be free in both sessions. Timed qualifying will be used to determine the order in which racers choose their starting position. Starting positions for a racer's second moto will be based on the racer's finish in the first moto.
- b. The class will race two times. Each race will be 20 minutes in length, calculated by a minimum of 18 minutes

plus two laps. The official race length will be determined once the two (2) lap board is displayed to the race leader, followed by the white flag and then the checkered flag.

- c. There will be a minimum 45-minute interval between the end of moto one and the start of moto two in the same class.

2.18 Race Finishes

- a. Races are officially ended for all contestants at the completion of the lap in which the checkered flag is displayed to the winner.
- b. Racers will be credited with all laps they complete during a race unless a penalty has been assessed. Under normal circumstances all lap and finish positions will be determined by scorekeepers, finish line cameras or electronic timing devices (transponders). In the event the electronic timing system fails to record a time or lap position for any racer, a photo or back-up manual score sheet will be used to determine the laps completed and finishing order for the racer. In the case of a photo finish between two or more racers, the win will be awarded to the racer whose front wheel crosses the plane of the finish line first. In the case of a visual tie or where a clear determination cannot be made, the racers concerned will be ranked in the order of the best lap time made during the race.
- c. For a lap to be considered complete, the racer and his machine must cross the plane of the designated Finish Line, located at the site of the scoring/timing transponder receiver loop. The line will be clearly defined with trackside markers and will be located as close to the Finish Line flagger as possible; the line's official location, however, will be at the location of the timing/scoring loop, not the flag itself.
- d. Racers who do not complete the checkered flag lap will be scored in order of finish and laps completed. Racers choosing to leave a race before its completion are not required to wait for the checkered flag to receive credit for laps they have completed.
- e. A racer whose machine is disabled before reaching the Finish Line may, by the racer's own unaided muscular energy, push or carry the machine in the proper direction of the racetrack to complete the lap by crossing the Finish Line, unless the racer is determined to be a hazard by the Race Director.
- f. Under normal circumstances, the winner is the leader at the time the checkered flag is displayed.
- g. Should a racer be given the checkered flag ahead of the actual winner, or with the winners, the racer will be scored as having completed the race in the race position the racer was running at that time.
- h. Should the checkered flag be displayed later than the official distance, the finishing order will be decided on the basis of the official distance.
- i. The overall class finish for the event will be determined by combining the total championship points earned by a racer in both motos. In the event of a tie for any position, the racer with the higher finish in the second moto will be placed above the racer with the lower finish.
- j. At the conclusion of each National Moto, the top 3 finishing racers and their machines must go directly to a podium staging area or as directed by the Race Director. Racers outside of the top 3 may also be directed to the podium staging area. Failure to go to the designated staging area may result in a fine.

2.19 Official Race Results

- a. Race results will not be made official until all scoring materials are examined and approved. Provisional results will be posted, and racers will have 30 minutes to request a re-check or otherwise challenge the results. If no re-check is requested or challenge made, the results will become final.
- b. If a re-check is requested within the 30-minute time limit, a new posting time limit of 30 minutes will be required if changes are made to the previously posted results.
- c. The issuance of official results does not exempt racers who competed in the event from penalties for rules violations issued by AMAP following the protest period.
- d. Racers are entitled to review their scores with the Timing and Scoring Manager.

2.20 Championship Points

- a. Class Championships will be decided based on total series points accumulated from each race. Racers will earn championship points for each race according to their respective official finishing position. Points will be awarded to 20th place per moto.
- b. In the event of a tie for the championship, the winner will be determined based on the number of moto wins during the series. If the tie remains, the number of finishes of second, third, etc. will be tallied until the tie is

broken. If the tie continues to remain, the final moto finish at the last event will determine the champion.

- c. In all other cases of ties for championship positions, the final moto finish at the last event will determine the final position in championship standings.
- d. Championship points will be awarded for each moto according to the following schedule:

Finish Position	Points		Finish Position	Points
1	25		11	10
2	22		12	9
3	20		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

2.21 Awards Banquet

The Top 10 in Championship points will be invited to the awards banquet and are expected to attend. Unless excused, the ATV National Champion must attend the awards banquet ceremony, and failure to attend will result in a fine.

Section 3 General Equipment Standards

3.1	Special Technical Requirements
3.2	Engine Displacements
3.3	Engines
3.4	Transmissions and Primary Drive
3.5	Exhaust Systems
3.6	Sound Requirements
3.7	Frames
3.8	Width
3.9	Swing Arm, Control Arm and Steering Stem
3.10	Suspension
3.11	Fuel Tanks
3.12	Fuel Specifications
3.13	Handlebars and Controls
3.14	Brakes
3.15	Tires
3.16	Telemetry and Traction Control
3.17	Numbers and Number Plates
3.18	Racer Apparel
3.19	Racer Responsibility

3.20	Display of AMA Pro Racing Logo
3.21	Mechanics

3.1 Special Technical Requirements

- a. The All-Terrain Vehicles for use in ATV Motocross competition require approval granted by AMAP prior to use in competition. Compliance with approval requirements will not guarantee AMAP approval. Approval may be withheld or withdrawn for any cause AMAP deems in the best interest of the sport. The approval procedure and information are available from the AMAP Technical Department.
- b. The rules concerning ATV components are intended to give freedom to modify or replace some of the parts in the interest of safety, research and development, with constraints imposed to limit cost.
- c. Where the rules permit equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the racer to select components and materials for the fabrication of such equipment that will perform in competition properly.
- d. Any component of a race machine deemed by the Chief Technical Inspector as necessary for operation must be in place, securely mounted, in proper working order and structurally sound.
- e. Regardless of previous approval, the permission to use specific components or equipment, including tires and fuel, may be withdrawn for any reason the Chief Technical Director deems in the best interest of competition.

3.2 Engine Displacements

ATV Motocross: 450cc 4-Stroke

3.3 Engines

- a. Engines are restricted to a single cylinder.
- b. Engine case numbers must match frame year and model.
- c. Engine Displacement Measurement
 - i. $\text{Displacement} = B^2 (0.7854) H X$ B= Cylinder bore; H= Stroke; X= Number of cylinders (bore x bore x 0.7854 x stroke x number of cylinders).
 - ii. If bore and stroke are in millimeters, divide end product by 1,000 to convert to cubic centimeters (cc).
 - iii. If bore and stroke are in inches, multiply end product by 16.387 to convert to cubic centimeters.
- d. Supercharging or turbo charging is prohibited.
- e. Displacement limits are absolute - no overbore allowances.
- f. Bore & Stroke must remain as the production model.
- g. Material and castings of cylinders, cylinder heads and crankcases must be the same as the ATV production model. Material may be added or removed from these items. Cylinder liners or coating may be replaced or added provided the original cylinder casting is utilized.
- h. Cylinder head valve angles must remain the same as on the approved production model.
- i. Type of cooling system (water, oil or air) must remain the same as the production model.
- j. Fuel injection is permitted only if it is standard equipment on the production model.

3.4 Transmissions and Primary Drive

- a. Race machines are restricted to rear-wheel drive only.
- b. Primary drive method must remain the same as the production model.
- c. Primary drive must be completely enclosed by a cover or guard.
- d. Number of transmission speeds must be the same as the production model.

3.5 Exhaust Systems

- a. Exhaust pipes and mufflers must fulfill all requirements concerning sound control.
- b. Exhaust pipes and mufflers must be securely attached together and bolted to the frame.
- c. Mufflers must have internal mechanical or packed baffling.

- d. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear grab bar.

3.6 Sound Requirements

- a. The maximum sound limit is set at:
 - i. For pre-race inspection: Max 96 dB/a
 - ii. For post-race inspection: Max 98 dB/a
- b. See Appendix C for "Sound Test Procedures".

3.7 Frames

- a. The main frame must be the same as the original production model of the same manufacturer of the same year. VIN numbers must be displayed and clearly visible. Powder-coated frames must be marked by the Chief Technical Director.
- b. Cracked or broken frames are prohibited.
- c. Strengthening gussets or tubes may be added, but none may be removed.
- d. Suitable OEM floorboards or side bars (aka 'nerf' bars) are required either above or below the bottom frame rail. 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 a racer'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.
- e. Accessory brackets (for radiator, coil, shock reservoir, etc.) may be changed, relocated or removed.
- f. Engine mount location, steering head, control arm (A-arm) mounting points, swing arm pivot point, and rear suspension mounting point must be the same as the original production model.
- g. Sub-frames may be replaced with aftermarket units of steel, aluminum or titanium, provided they are similar in design to the production part and utilize original mounting points.
- h. Front bumpers and rear grab rails must be of a closed loop design and utilize stock mounting locations. No protruding or open tubing ends are allowed. Mud screens are permitted so long as no sharp edges are exposed. Sharp corners or edges of any kind are prohibited.
- i. Aftermarket skid plates are permitted.
- j. ATV fenders must extend to cover a portion of the rear tires.

3.8 Width

The width of the ATV will be considered legal, provided the wheels do not 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.

3.9 Swing Arm, Control Arm and Steering Stem

- a. Swing arm, control arm (A-arm) and steering stem (column) may be replaced with items of similar design to the production model.
- b. Chain guides may be removed or relocated.

3.10 Suspension

- a. The manufacturer's original suspension concept of either single or double shocks or MacPherson-type struts must be maintained.
- b. Aftermarket reservoir shocks are permitted.

3.11 Fuel Tanks

Replacement tanks may be utilized in place of originals, provided their weight and capacity are no less than the approved production tanks they replace.

3.12 Fuel Specifications

All race machines must use petroleum-based fuel as defined by the American Society for Testing and Materials (ASTM) designation: D4814, with the following clarifications:

- a. The specific gravity must fall within the range: .715 - .775 at 60° F.

- b. The maximum oxygen content is 4.0% m/m.
- c. The only allowable oxygenates are ether and alcohols, as listed and characterized for oxygen mass fraction in ASTM D4814.
- d. Epoxides (i.e., propylene oxide) will not be considered ethers. Nitrogen-bearing compounds are not allowed.
- e. Lubrication additives are permitted, provided the resulting mixture meets all other requirements.
- f. See Appendix D for “Fuel Test procedures”.

3.13 Handlebars and Controls

- a. Cracked or broken handlebars are prohibited.
- b. Control levers must have minimum ½-inch diameter ball ends.
- c. All race machines must be equipped with a functioning tether-type mechanical kill device attached to the vehicle and to the racer so that the engine ignition is cut-off at any time when the racer becomes separated from the ATV.
- d. All race machines must be equipped with a self-closing throttle mechanism.

3.14 Brakes

- a. Race machines must be equipped with adequate and operating front and rear wheel brakes.
- b. Brakes must be the same type as the production units. Disc brakes may only be replaced with disc brakes and drum brakes with drum brakes.
- c. Carbon fiber or carbon composite brake discs and/or carriers are prohibited.
- d. Aluminum or titanium rear brake discs are prohibited.

3.15 Tires

- a. Studded tires, other than rubber, are prohibited.
- b. Paddle (continuous radial rib) tires are prohibited.

3.16 Telemetry and Traction Control

- a. Non-production electronic devices designed specifically for traction control are prohibited. This includes sensors that can determine front wheel speed and any electronic control to the brake systems.
- b. Electronic transmittal of information, including radio communication to or from a moving race machine, is prohibited with the following exceptions:
 - i. AMAP transponders utilized for scoring purposes (mandatory equipment assigned by AMAP).
 - ii. Data or video transmitted for the sole use of the AMAP-approved event television production (mandatory equipment assigned by AMAP).
 - iii. Electronic lap-timing devices are permitted. Transmitter beacons must be in an approved area. GPS may be used for the sole purpose of lap timing and track mapping only. Receivers/antennas shall not be mounted on the front area of the front number plate.

3.17 Numbers and Number Plates

- a. Plate Color Requirements:
 - i. ATV Motocross: Royal Blue plates, white numbers
 - ii. Current National Champion: Royal Blue plates, white number One
 - iii. Points Leader: Red plates, white numbers.
- b. Number Plates:
 - i. Numbers are required on the flowing areas: front number plates and/or front hood, rear number plates, and side fenders.
 - ii. Number plates must be flat and mounted vertically in such a manner as to prevent deflection of the plate during the event. Plates must be securely mounted.
 - iii. Rear number plates must be mounted to the rear grab bar.

- iv. Number plates or number display areas must be of adequate size to provide ample space (approximately 1 inch) around and between numbers. Number plate areas may be incorporated. If used, adequate area is required for a clearly legible number display.
 - v. Plastic or fiberglass front and rear number plates must have a minimum thickness of 1/16 inch.
 - vi. Wood or Metal number plates are prohibited.
- c. Numbers:
- i. Front and Rear Numbers must be a minimum height of **4 inches**, a minimum width of .75 inches, with a maximum width of 2 inches.
 - ii. Rider numbers and the official AMAP Series Number Plate Logo are required on the front plate. The area on the top edge of the front number plate is reserved for the official series number plate logo and shall be a height of 1 inch and a width of 8 inches.
 - iii. Approved number styles are included in this text. Excessive condensing or stretching of the numbers is not allowed.
 - iv. National Champions are required to use the number “1” and may use a special sized number.

3.18 Racer Apparel

- a. Racers must wear a helmet at all times when operating a race machine, including but not limited to practice sessions, qualifying sessions or while competing on course. Helmets must be of the full-face type, conform to one of the following recognized standards, and have a label affixed certifying its approval:
 - i. USA: Snell M2010 or DOT FMVSS 218
 - ii. UNITED NATIONS: Regulation ECE 2205 P'
 - iii. UK: BSI 6658 Type A
 - iv. Japan: JIS T 8133:2007
- b. All helmets used by racers in competition must be equipped with a commercially manufactured emergency helmet removal device such as the Eject® device. Racers will be responsible for ensuring that the device is properly installed and operable during all on-track activities. An approved list of emergency helmet removal devices is available from the AMAP Technical Department.
- c. Goggles, face shields or other protective eyewear must be shatter resistant. Goggles must be worn at the start of each event.
- d. Boots must be at least eight inches high.
- e. Devices designed solely for the purpose of reducing wind resistance may not be attached to the racer's apparel.
- f. Racer Jersey:
 - i. Jerseys must be long-sleeved and made of durable material that will protect the racer. Short sleeves or three-quarter sleeves are not permitted.
 - ii. The racer's assigned number must be displayed horizontally across the back of the jersey. The number must be a minimum height of eight inches and a width of one inch.
 - iii. Numbers must be printed in a contrasting color from the jersey color surrounding the placement of the number. The number may be outlined. However, the color of the outline must be in contrast to the jersey color as well as the number color.
 - iv. The official AMAP logo must be displayed on the upper left front torso or left shoulder area of the jersey.
 - v. The racer's last name must be displayed horizontally across the back of the jersey at the shoulder line above the number.
 - vi. If a chest/back protector or neck brace is worn over the racer's jersey, the racer's entire name and assigned number must be visible either on the jersey or on the chest/back protector.
- g. If the racer uses a chest/back protector, the official AMAP logo must be displayed in the center front on the chest/back protector. This is in addition to the logo displayed on the jersey. The minimum size of the logo is 3 inches wide by 1¾ inch high.
- h. Pants must be full length and made of material that will help protect the racer.

- i. Racers must present a clean and neat appearance.

3.19 Racer Responsibility

IT IS THE RESPONSIBILITY OF THE RACER TO SELECT A HELMET AND APPAREL WHICH WILL PROVIDE APPROPRIATE PROTECTION. ALTHOUGH AMA PRO RACING REQUIRES THEIR USE, AMA PRO RACING DOES NOT ENDORSE NOR GUARANTEE SPECIFIC PRODUCTS OR MANUFACTURERS. RACERS MUST RELY ON THEIR OWN JUDGMENT IN THE SELECTION OF HELMETS AND APPAREL FOR PROTECTION AND DURABILITY.

3.20 Display of AMA Pro Racing Logo

- a. Racers are required to display the official AMAP logo as required herein when competing in any part of an AMAP sanctioned event.
- b. The official AMAP logo and/or logo artwork file, number plate stickers and adhesive apparel patches will be available at Technical Inspection at each race meet or online.
- c. If a third party produces number plates and/or jerseys for racers prior to meets, they may request logo files from the AMAP Technical Department. The request for artwork by a third party should include the racer's name.
- d. Disclaimer for use of AMAP registered Trademarks:

AMA Pro Racing and the other logos and trademarks shown herein are trademarks of AMA Pro Racing. Participants are to use the approved logos on number plates and apparel only when participating in AMA Pro Racing events. Any further use of the marks outside of this capacity is prohibited without prior express written consent from AMA Pro Racing.

3.21 Mechanics

- a. Only appropriately dressed people displaying proper credentials will be allowed in the pit, signaling and starting areas.
- b. Mechanics must be in uniform designating a racer or team. Uniform shirts must have a collar and should display the AMAP patch.
- c. Cut-offs, sleeveless shirts and open-toe shoes are prohibited in the Signal Area, Starting Area and infield. Shirts must be worn at all times in these areas.
- d. Mechanics must present a neat, clean and professional appearance.

Appendix A

Offenses, Penalties, Protests and Appeals

Section	
A1	General Information
A2	General Offenses and Penalties
A3	Equipment Offenses and Penalties
A4	Protests
A5	Appeals

A1 General Information

Through the establishment and enforcement of various rules and procedures, AMA Pro Racing (AMAP) strives to regulate the sport of professional ATV racing in the fairest possible manner. By participating in an AMAP event, each entrant, racer and participant agrees to abide by AMAP's rules and procedures. In addition, AMAP licensed entrants and racers may be held responsible for the actions of their crew members. As part of entering an AMAP event, an entrant assures AMAP that their crewmembers are AMA members in good standing. All parties involved in AMAP events are expected to conduct themselves in a professional manner, respecting at all times the rights of others. Participation in AMAP sanctioned activities is a privilege afforded to entrants, racers and event credential holders. All such participants understand that violation of AMAP rules and procedures can lead to forfeiture of their entrant or competition licenses or event credentials, fines, points deductions, lap deductions, finishing position deductions, time penalties, disqualification and other disciplinary actions as outlined herein.

- A1.1 Rules directed or related to safety are promulgated to make all persons concerned with safety. AMAP neither warrants safety if the rules are followed nor compliance with or enforcement of the rules. Each participant in competition has the responsibility to assess the safety aspects of facilities and conditions and must assume the risk of competition.
- A1.2 Through its protest and appeal procedures, AMAP provides a system of administrative review in the event of disputes which are eligible for such review. The goal of AMAP'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.
- A1.3 Any participant who is fined under these rules will be deemed suspended from all AMAP sanctioned activities until the fine has been paid. The fined party is entitled to a receipt upon payment. All fines and other disciplinary actions levied by AMAP must be explained in writing. A copy must be given or sent to the disciplined party.
- A1.4 Any participant under suspension, or otherwise disciplined under these rules of competition, may be reinstated by action of, and in the sole discretion of AMAP.

A2 General Offenses and Penalties

This section outlines actions which are deemed to be detrimental to the sport of motorcycle racing and which may result in a range of disciplinary actions. Unless otherwise specifically provided for in these rules, AMAP may disqualify, suspend, fine or penalize any entrant, racer, participant, official race team or ATV from the balance of a race event or the series for violation of these rules, insubordination or other actions deemed in the sole discretion of AMAP to be detrimental to the race event 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 event venue. Unless otherwise specifically provided for in these rules, AMAP is empowered to suspend from competition any entrant, racer, participant, official race team or ATV for a period of one event up to an indefinite suspension for violation of these rules, insubordination, or other actions deemed, in the sole discretion of AMAP, to be detrimental to the sport of ATV racing. AMAP is also empowered to, in addition to or in lieu of a suspension from competition, suspend an entrant's or racer's eligibility to earn points for one or more events including, but not limited to, the event in which the rules violation took place. The beginning and ending dates of any such suspension will be as determined by AMAP.

- A2.1 Any supplemental rules, regulations, instructions or procedures established by AMAP for the purpose of implementing, interpreting or enforcing these rules will be deemed to be part of the rules.

- A2.2 The following offenses will be subject to disciplinary action by AMAP. This list is provided as guidance to licensed entrants, racers and event credential holders but does not restrict AMAP from invoking penalties for other actions detrimental to the sport which are not specifically contemplated herein.
- a. Falsifying one's age or ability to meet any of the various eligibility requirements, as set forth by AMAP, or in general, competing or attempting to compete in AMAP sanctioned activities under false pretenses.
 - b. Competing under a false name or in any other way attempting to gain an advantage.
 - c. Abetting or knowingly engaging in any race in which the result is "fixed" or prearranged.
 - d. Giving, offering or promising, directly or indirectly, any bribe in any form to any person in an attempt to circumvent AMAP rules or procedures or to otherwise gain an advantage.
 - e. Accepting or offering to accept any bribe in any form from any person in an attempt to circumvent AMAP rules or procedures or to otherwise gain an unfair advantage.
 - f. Refusing to provide a factual statement regarding an item under protest or appeal when requested by AMAP or a party to the appeal or interfering in any way with AMAP's protest and appeal procedures in order to influence the outcome.
 - g. Failing to ride in an event after entering without giving proper notice of non-participation.
 - h. Engaging in a racer boycott, public protest or other similar concerted activity meant to stop, delay, or otherwise inhibit the start or completion of any portion of an AMAP event.
 - i. Engaging in any unfair practice, misbehavior or action detrimental to the sport of ATV motocross in general, whether or not related to a specific competition.
 - j. A physical or verbal attack on an AMAP official and/or engaging in a fight. This includes any person who attacks or is involved in a fight anywhere on the premises prior to, during, or after an AMAP event. There will be no maximum fine or suspension period for this offense.
 - k. Refusal to submit a machine for inspection. Any team/racer refusing to immediately surrender their machine to AMAP or refusing to allow examination or measurement of a machine's components, will be in violation of these rules.
 - l. Failure to re-enter the track at a point as close as practical to the point at which the racer left the track or slow down after leaving the course, and in so doing gaining an advantage.
 - m. Receiving any form of prohibited outside assistance.
 - n. Failing to immediately respect and comply with operational or warning flags/lights or other signals.
 - o. Failure to attend racers' briefings or meetings.
 - p. Riding at any time in such a manner as to endanger other racers, officials or the public.
 - q. Wagering by a participant on the outcome of any AMAP sanctioned race.
 - r. Failing a test for drugs or refusing to submit to drug testing as required from time to time by AMAP under its Substance Abuse Policy.
 - s. Causing or attempting to cause a race to be stopped. At the sole discretion of AMAP, a racer who is judged to have intentionally caused a red flag may be excluded from restarting the race in question.
 - t. Failure on the part of a manufacturer/distributor to fulfill the requirements of approval.
 - u. Any other act or actions deemed by AMAP to be detrimental to the sport of ATV racing.

A3 Equipment Offenses and Penalties

This section deals with violations of equipment regulations. Regardless of an ATV passing prior inspections, compliance with all applicable equipment rules must be made at the post race inspection. Any ATV found to be in violation of equipment rules may be assumed to have been in violation for the entire race event. In passing a ATV through technical inspection, AMAP does not warrant that ATV's adherence with all rules. Each entrant and racer in AMAP classes assume full responsibility for any violation of equipment rules involving their ATV.

A3.1 Equipment offenses are divided into two categories:

- a. Category 1 - An equipment violation that could potentially or effectively enhance the performance of an ATV used in competition.

- b. Category 2 - All other equipment violations.

A3.2 Impounding of ATVs and Components:

- a. AMAP may impound ATV's or components for up to 45 days following an event in which such ATV's or components were utilized in competition, to allow AMAP to perform detailed inspections and testing.
- b. In the case of an appeal, AMAP may retain custody of impounded equipment until the appeal process has been completed.
- c. In any case where a part has been determined to be in violation of AMAP rules, that part may be held indefinitely by AMAP, to prevent the use of that part in future AMAP competitions. Entrants may submit requests in writing to AMAP for the return of illegal parts which will be addressed on a case-by-case basis. Any parts found to be illegal will be held by AMAP at least until the completion of the competition season.

A3.3 **Penalties:** At the discretion of AMAP, any or all of the following penalties may be administered for violation of AMAP Rules for Competition:

- a. Warning
- b. Probation
- c. Fine
- d. Total or partial loss of points or laps
- e. Total or partial loss of prize money
- f. Disqualification
- g. Suspension

A4 Protests

- A4.1 Unless specifically excluded herein, entrants and racers may lodge protests on any matter regarding an event in which they were a participant. Such matters may include, but are not limited to, the conformity of a machine with these rules or the eligibility of a racer.
- A4.2 There are two types of protests: technical and administrative. Technical protests relate to the legality of race machine and components used in competition. All other protests will be defined as administrative.
- A4.3 Every protest must be made separately and in writing. Each protest must specify the violation of AMAP rules or procedures which is alleged and must be accompanied by a filing fee. For a technical protest the filing fee is \$1,000, for all other protests the filing fee is \$500. AMAP will not accept verbal protests or protests which are not accompanied by the required fee.
- A4.4 The posting of provisional results starts the 30-minute protest period.
- A4.5 Final determination of the timeliness of a protest will rest with AMAP and such decision will be final to all concerned.
- A4.6 Protests will not be accepted which concern the decision of AMAP's timing and scoring.
- A4.7 Protests will not be accepted on decisions of AMAP officials with respect to the interpretation of AMAP rules as they pertain to race procedures or AMAP office policies. Such decisions include, but are not limited to, establishment of grids and assignment of starting positions; the start of the race; jump starts; the control of the ATV's; the decision to delay, stop or shorten a race; establishment of restart grids; the display of flags; assessment of finishing position, lap or time penalties; and disqualifications, whether from a single event or the entire race event.
- A4.8 AMAP will render decisions on all protests as soon as possible. If it is not possible to render an immediate decision, AMAP may permit a protested racer to compete under protest. In such cases, payment will be withheld of all affected points and monies pending a decision on the protest.
- A4.9 Once made, a protest cannot be withdrawn without the permission of AMAP.
- A4.10 Any legitimate expense that AMAP may incur as the result of a protest must be paid by the protesting party, and AMAP may require in advance 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.

- A4.11 If AMAP decides a protest in the favor of the protesting party, the protest fee will be refunded to the protesting party. A written report detailing the protest action will be forwarded by AMAP.
- A4.12 If AMAP decides a protest in favor of the protested party, they will keep the protest fee and produce a written report. However, in the case of a technical protest which involves the teardown or measurement of an engine, the protested party will be entitled to the protest fee.

A5 Appeals

- A5.1 Appeals may be lodged by entrants and racers to initiate AMAP's administrative review process. An appeal may be lodged by a party which loses a protest and desires further review of the issue. In general, appeals cannot 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 the event.)
- A5.2 An appeal must be in writing, signed by the appealing entrant or racer, and must state specifically the elements of the protest, fine, suspension, or technical disqualification being appealed and the grounds for the appeal. The appeal may either be filed at the event or submitted to:
- AMA Pro Racing Technical Department
525 Fentress Blvd. Suite B
Daytona Beach, FL 32114
Phone: (386) 492-1014
Fax: (386) 274-2335
- The appeal must be received at AMAP headquarters by 5:00 p.m. on the second business day after notification to the participant of the ruling or incident in question.
- A5.3 A filing fee of \$1,000.00 must accompany the appeal. The filing fee will be refunded only if the appealing party prevails. Laboratory fees must be paid by appealing party and are non-refundable.
- A5.4 The appealing party will be responsible for producing the following within five days of notification of the decision/incident being appealed:
- Copies of all written statements which will be offered as evidence at an appeal hearing.
 - A complete list of witnesses to appear at the appeal hearing. Attorneys are not permitted at appeal hearings.
- A5.5 AMAP will review all materials submitted as required and will, in the interest of deterring unsubstantiated appeals, determine whether, in its sole and absolute discretion, the circumstances of the appeal warrant the convening of an appeal board.
- A5.6 Following the submission of an appeal, AMAP shall take one of three initial actions:
- Rule in favor of the appealing party, take appropriate remedial action and refund the filing fee.
 - Convene an appeal board.
 - Determine the appeal to be without merit. If the appeal is determined to be without merit, an amount in addition to the \$1,000.00 filing fee may be assessed against the appealing party. This amount will be equal to the actual costs incurred by AMAP in making the initial determination and shall be considered a fine under these rules such that all applicable rules regarding fines will apply.
- A5.7 If the matter being appealed is a dispute between two participants, AMAP may mediate the matter in an effort to reach an agreement between the parties; but failing to do so, may convene an appeal board to hear the matter. For these purposes, a dispute between two entrants or racers is deemed to exist only if one party or the other has filed a formal protest against the other.
- A5.8 Each appeal board will consist of three people with no material interest in the matter at hand. Selection of the appeal board members is at the sole discretion of AMAP, which will make every effort to assure a fair and impartial hearing.
- A5.9 No evidence or other information will be given to the appeal board members in advance of the hearing, and AMAP will use its best efforts to keep the composition of the appeal board confidential until 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.

- A5.10 The time and place of the appeal hearing will be determined by AMAP. The appeal hearing will be convened as soon as practical and barring delays will be held no more than 30 days after the ruling/incident being appealed.
- A5.11 AMAP will designate an individual who shall serve as non-voting chairman of the appeal hearing. No other member of the appeal board will be an employee of AMAP.
- A5.12 AMAP will confirm the time and place of the hearing in writing to the appealing racer, such notice to be made at least 10 days before the hearing unless the appealing party agrees to shorter notice. Formal written notice will be deemed to have been given when mailed or faxed to the appealing party at the most recent address he or she has provided to AMAP. AMAP will make every effort to verbally confirm the time and place of the hearing with the appealing party.
- A5.13 Appearance at the hearing will be the responsibility of the parties involved. If the appealing party fails to appear, the appeal board may go forward with the hearing. In the event of a documented emergency on the part of the appealing racer, the hearing may be delayed.
- A5.14 The appeal hearing will be informal, and rules of evidence will not apply. The following guidelines for conduct will, however, be enforced by the chairman:
- 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 the 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 AMAP or any AMAP competition entrant or racer license holder believed to have relevant information. Refusal by any AMAP official or license holder to provide a statement or testimony when requested may result in disciplinary action as provided for in these rules.
 - f. Information presented to the appeal board must relate directly to the matter under appeal. Discussion of past appeals or situations involving other participants will not be considered. The chairman may ask the appeal board to rule on the validity of information or testimony being presented.
 - g. 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.
- A5.15 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. It is the responsibility of the appeal board to rule on the matter at hand within the context of existing AMAP rules and regulations. Appeal boards are encouraged to make recommendations regarding such rules and regulations but have no power whatsoever to waive or modify rules that were in place at the time of the matter under appeal.
 - f. Decisions of the appeal board will be by simple majority.
 - g. Upon reaching a decision, the appeal board will inform the chairman of same, and the chairman will assist in drafting the board's formal statement.
 - h. Upon completion of the appeal board's formal statement, the appeal hearing will be reconvened, and the chairman will read the statement.
 - i. The hearing will be adjourned with the decision of the appeal board final to all parties.

- A5.16 If the appeal board members do not feel they can make a decision based on the evidence made available to them at the appeal hearing, they will have up to seven days to conduct further investigations and reach their decision. If no formal decision has been reached within seven days of the appeal hearing, the appeal board will be dismissed. At that point the AMAP must either mediate a resolution to the appeal or convene a new appeal board.
- A5.17 AMAP will reimburse actual expenses incurred by members of the appeal board. Parties and witnesses to the appeal will not be entitled to any such reimbursement.
- A5.18 If an appeal is upheld, the appealing party will be refunded the filing fee. If an appeal is denied, the filing fee will be retained by AMAP to defray costs of the hearing.
- A5.19 While in the process of appealing a fine or suspension, a participant may continue to participate in professional events. However, this privilege may be denied, at the sole discretion of AMAP, if the suspension is related to an offense under AMAP Substance Abuse Policy or for operating a ATV or any motor vehicle in such a manner as to endanger the life or limb of other racers, officials or the public.
- A5.20 The participants to the appeal agree that the determination of AMAP in the event the appeal is determined to be without merit or the appeal board is final, binding and shall not be appealable to AMAP, any court, or any other tribunal. The participants to any protest or appeal further agree that the protest and appeal procedures provided for in the AMAP Rulebook are the exclusive remedy for the resolution of any disputes and renounce the right to, and shall not pursue, recourse to any arbitrator, court or other tribunal not provided for in the AMAP Rulebook. Any attempt to do so shall result in disciplinary action being imposed by AMAP in its sole and absolute discretion. Said disciplinary action may include the permanent suspension of the entrant, racer, crewmember, other individual or ATV from participation in AMAP sanctioned competition or any lesser disciplinary action deemed warranted by AMAP.
- A5.21 The participants in the appeal agree that the publication of protests, appeals and the interim and final results of said protests and appeals may at the sole discretion of AMAP be released to the public in any media deemed appropriate by AMAP. The participants agree that they shall not bring a cause of action against AMAP, or its respective directors, trustees, officers, employees, agents and assigns as a result of such publication.

Appendix B

AMA Pro Racing Substance Abuse Policy

The safety and integrity of professional ATV racing are of paramount concern to AMAP. Substance abuse is fundamentally inconsistent with safety and with the integrity of ATV sport. Accordingly, AMAP has established a Substance Abuse Policy, which is a supplement to the AMAP Rules for Professional ATV Motocross Competition and which is binding upon all racers, in the same manner and to the same extent as AMAP Rules for Competition. Persons applying for any AMAP license must agree to the following:

“I recognize the importance of maintaining the safety and integrity of professional ATV racing. Accordingly, I agree to strictly comply with AMA Pro Racing’s Rules for Professional Competition and AMA Pro 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 a professional license 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 Pro Racing as a condition of continued licensure. 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 suspension of my AMA Pro Racing competition license and the denial of my privilege to participate in any AMA Pro Racing sanctioned events.”

All licensed racers are provided a copy of the AMA Pro Racing Substance Abuse Policy with the issuance of their racer license.

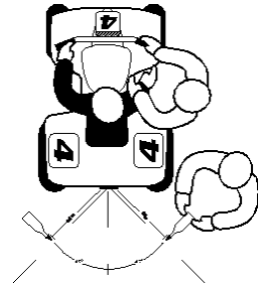
Appendix C

Sound Test Procedures

This is a summary of the SAE J1287 stationary sound test procedure. This procedure may be used to test ATVs as a prerequisite for entry into a competitive event.

C1 Sound Requirements

- a. The maximum sound limit is set at:
 - i. For pre-race inspection: Max. 96 dB/a
 - ii. For post-race inspection: Max. 98 dB/a
- b. The test will be conducted at a fixed RPM of 4500.



C2 Sound Test Equipment

- a. The following instrumentation shall be used: a sound level meter meeting the Type 1, Type S1A, Type 2, or Type S2A requirements of ANSI S1.4-198 or the international standard IEC 651, Type 1 or Type 2.
- b. The sound level meter must include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.
- c. For convenience, a 20-inch string may be attached to the front of the sound level meter for the stationary sound test.
- d. It is recommended that the sound meter be attached to a tripod and then placed into position for the test.
- e. Allow the sound meter to come to the same temperature as the surroundings.
- f. Set the sound meter to slow dynamic response and A-weighting.
- g. Always round down the meter reading, that is: 100.9 dB/A = 100 dB/A.
- h. An electric tachometer or vibrating reed tachometer shall be used to determine RPM.

C3 Test Site

- a. No one should be within 10 feet (3 meters) of the machine other than the racer, the sound meter operator, and one other person directly behind the sound meter operator.
- b. The test area should be a flat, open surface free of large sound-reflecting surfaces, such as a parked vehicle, buildings, signs and hillsides, within 16 feet of the machine being tested.
- c. The surface should be free of loose soil, snow or grass higher than 6 inches.
- d. The surrounding sound should not exceed 90 dB/A within a 16-foot radius from the machine during the test.
- e. Always use a windscreen under windy conditions. The stationary test procedure should not be conducted if the wind speed is 20 mph or higher.
- f. If wind is present, the machine should be positioned so the wind blows back to front. This allows mechanical sound to blow forward, away from the microphone.
- g. Test should not take place in rain, snow or excessively damp conditions.

C4 Guidelines for Measuring the Sound

- a. For initial sound control and technical inspection, a racer (or his mechanic) shall present only one spare silencer per machine.
- b. Other spare silencers may be presented after all participants have presented their machines, or on the following days of the event.
- c. During the sound test, the racer (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.
- d. The sound reading should be taken with the microphone placed at 20 inches from the exhaust pipe at an angle of 45 degrees measured from the center line 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 upward.

- e. Attach an electric tachometer or set the vibrating reed tachometer to the test RPM.
- f. Make sure the engine is warmed up and the transmission is in neutral.
- g. Have the vehicle operator slowly increase the engine speed to the test RPM.
- h. Have the racer or assistant read the meter of the electric tachometer, or have the racer or assistant hold the vibrating reed tachometer against any solid part of the vehicle.
- i. Have the vehicle operator or assistant signal when the correct RPM is held (e.g., by tapping his foot).
- j. Read the sound level meter when the correct RPM is held.
- k. 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.
- l. Silencers fitted with adapters aimed to reduce the sound levels shall be marked and securely mounted to the silencer.
- m. The silencer may only be exchanged with a spare silencer that has also been checked and marked for that machine.

C5 Sound Testing Corrections

- a. Always round down the meter reading, that is: 100.9 dB/a = 100 dB/a.
- b. Type 1 Meter: deduct 1 dB/a
- c. Type 2 Meter: deduct 2 dB/a
- d. Below 50 degrees Fahrenheit: deduct 1 dB/a
- e. Below 32 degrees Fahrenheit: deduct 2 dB/a

Appendix D

Fuel Test Procedures

- D1 AMAP has sole authority to direct the administration of fuel tests, which may be carried out at any time during the course of an event.
- D2 The criteria for selection of the machines from which samples are to be taken will be at the sole discretion of AMAP. The ATV's selected for fuel sampling and testing will be placed in the impound area.
- D3 Containers for holding samples:
 - a. Must be clean and constructed of robust, fuel non-reactive, impermeable material.
 - b. Must be sealable.
 - c. Must have provision for identification.
- D4 The extraction of fuel from the machines must be directly from the fuel tank and shall be subjected to initial fuel testing.
- D5 Should a fuel sample fail initial fuel testing, three (3) test samples will be collected from each selected machine. The containers must be immediately sealed and identified by reference to the machine from which the sample was taken.
- D6 This information must be entered on the AMAP Fuel Sample Certificate, which must certify the date, place and time of taking the sample, the identity of the machine from which the sample was taken, and the identity of its racer.
- D7 The samples (A, B and C) must remain in the control of AMAP. The racer or a representative of the entrant/racer/team must sign the fuel sample certificate acknowledging that a sample was taken, and the entrant or racer must receive a copy of the certificate.
 - a. Sample A and its certificate will be sent by express service to the official testing laboratory as determined by AMAP, where the sample will be tested for compliance to the fuel specifications in accordance with standard scientific procedures.
 - b. Sample B and its certificate will be safeguarded at the AMAP office and will be sent to the laboratory for testing

if Sample A is found to be in non-compliance to the fuel specifications.

- c. The results obtained from such testing must be attached to the laboratory's copy of the Fuel Sample Certificate and delivered to AMAP as soon as practicable after the results have been obtained.
- d. Sample C will be safeguarded at the AMAP office for future testing if necessary.
- e. Upon receiving the report from the laboratory that a fuel sample or samples are not in compliance with the rules, AMAP will inform the entrant or racer and assess a penalty.
- f. The competitor may only request a re-test to verify the results. The re-testing will be at the competitor's expense.
- g. If after the second test the fuel is found still out of compliance the competitor may not appeal the results or the penalty assessed by AMAP.
- h. The independent testing laboratory, in issuing the results of the test, must also verify that the samples were received in good condition and with the seal intact.

Appendix E

Glossary

The following definitions and abbreviations are adopted for use in these Rules.

ATV – (acronym) All-Terrain Vehicle - A rear-wheel driven, four-wheeled vehicle that is powered by a single engine for the purpose of racing

Aftermarket - Produced by a manufacturer or fabricator other than the original equipment manufacturer

Bodywork - Seat/tail section, body panels and fenders

Consolation Race - A final qualifying race for those racers who did not qualify from the heat race

Control Arm – A suspension link that pivots in two places and connects the frame to the ball joint

CC - (acronym) Cubic centimeters

Chief Technical Inspector – Official responsible for the inspection of motorcycles and equipment compliance before, during and after an event, as well as other technical and equipment procedures.

Displacement - The volume swept by the piston(s) in each stroke

Disqualification - The forfeiture of all awards, prizes and points earned in all events during that day's meet

DOT - (acronym) United States Department of Transportation

Entrant – An entity responsible for the entry of a participant other than the licensed racer, e.g., OEM Team, Support Team, Private Team, Team Owner.

Event - Any one of the races in a meet

Fairing - A structure on the exterior of an ATV, for reducing drag

Field - All of the racers that make up a race

Grid - Starting area of a race

Manufacturer - The original manufacturer of an ATV (not the distributor)

Meet - A meeting at which one or more events are held

Model - A reference to a particular year and name assigned by manufacturers to certain ATVs

Moto - A race held within a meet that awards championship points

Motorcycle - A rear wheel driven, two wheeled vehicle that is powered by a single engine for the purpose of racing

OEM - (acronym) Original equipment manufacturer

Official Results - A listing of the final finishing order of an event issued by scoring after the 30-minute protest period has expired

Paddock - Designated area primarily used for maintenance of event-entered competition motorcycles. May also include

parking area for motorcycle transport and support vehicles

Participant - Every racer, mechanic, crew member, club, association, company, promoter and all other persons participating or in any way connected with an AMAP race meet

Pit Crew - Mechanics and/or assistants

Pits - Designated area directly adjacent to the racetrack that may include staging and signal zones. Access is limited to mechanics, officials or those with appropriate track pass credentials

Program - The predetermined outline of events that make up a meet

Provisional Results - An initial listing of the finishing order of an event issued by scoring immediately following the race finish

Promoter - Any person or number of persons, company, corporation or club hosting, producing or organizing a meet

Qualify - To advance to a final event by timed qualifying or qualifying race finish position

Qualifying Race - A preliminary race that may be used for elimination or to determine race starting positions

Race - Competition in which two or more racers compete

Race Director – Official responsible for the overall management and direction of all racing competition and activities, rule interpretations, event entries, protests and penalties

Race Position - A racer's position based on the distance covered relative to the race leader

Racetrack - The actual racing surface and runoff areas, plus the pit road, grid and a test track (when provided), along with any other area where the riding of competition motorcycles is permitted

Racer - Any person who competes on the racetrack in a meet

Scoring - Officials who provide all timing information and race results

Signal Area – Area of restricted access for mechanics to signal racers and/or perform mechanical assistance

Staging Area - The location where racers and machines are assembled prior to the start of an event

Start Gate - Any of various types of movable barriers for lining up and giving an equal start to the racers

Steering Stem – A component that connects the handlebars to the steering linkage

Stock - Parts manufactured and delivered by the OEM, which are identical to the parts installed on the ATV by the OEM before retail sale

Superseded - This term refers to new OEM parts that replace old parts for increased safety or durability but not to improve performance

Suspension (with reference to penalties) - The loss of all rights to compete as a racer or participate as a member of a pit crew for a stated period

Technical Inspector - The technician who inspects all ATV's and equipment of racers participating in a meet.

Timed Qualifying - A race against time by an individual racer. Laps are electronically timed for each racer to determine qualifying order

Transponders – the official electronic scoring device for events. Devices are mounted to ATV's by race officials during Technical Inspection. The devices send electronic signals to the scoring office enabling the capture of accurate timing information by which race results are determined.