



2023 RECREATIONAL RIDING RULEBOOK

ROAD, DUAL SPORT, ADVENTURE, TRAIL



American Motorcyclist Association • 13515 Yarmouth Drive • Pickerington, Ohio 43147

TABLE OF CONTENTS

FOREWORD, NON-DISCRIMINATION POLICY	3
CHAPTER 1: ORGANIZER DUTIES.....	4
CHAPTER 2: PARTICIPANT ELIGIBILITY	8
CHAPTER 3: ROAD RIDING EVENT TYPES.....	10
CHAPTER 4: ADVENTURE AND OFF-ROAD EVENT TYPES	20
CHAPTER 5: EVENT CLASSIFICATIONS.....	24
CHAPTER 6: OFFICER POSITIONS AND DUTIES	25
CHAPTER 7: SOUND LIMITS AND TESTING PROCEDURES	27
CHAPTER 8: EMERGENCY RESPONSE PLAN & SEVERE WEATHER POLICY	30
CHAPTER 9: STATEMENT OF RESPONSIBILITY.....	31

2023 RECREATIONAL RIDING RULES

AN EXCLUSIVE SERVICE TO MEMBERS AND CHARTERED ORGANIZATIONS OF
THE AMERICAN MOTORCYCLIST ASSOCIATION

Copyright © 2023 by American Motorcyclist Association, 13515 Yarmouth Dr., Pickerington, OH 43147

FOREWORD

The American Motorcyclist Association is proud of its long record of achievement as a national organization promoting the motorcycle lifestyle and protecting the future of motorcycling.

Rules directed at, or related to, safety are intended to provide a safe riding environment for participants. However, the AMA does not guarantee the safety of participants if the rules are followed, nor compliance with enforcement of the rules. Moreover, each participant in an event has the responsibility of assessing the safety aspects of facilities and conditions and assumes the risk of the event.

AMA NON-DISCRIMINATION POLICY

The American Motorcyclist Association prohibits discrimination in all of its programs and activities (including all AMA-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.

USING THESE RULES

This reference guide is intended to provide motorcyclists with an understanding of the wide variety of events available to recreational riders and the rules that apply to these events. This reference also provides AMA organizers with information outlining the paperwork and operational procedures required for their events.

AMA MEMBERSHIP

AMA membership is encouraged for all AMA-sanctioned recreational riding events. Certain event types and classifications may require AMA membership for all participants. Please call the AMA for clarification on this policy. Event organizers are responsible for ensuring their events meet the requirements of the AMA and event insurance providers. All event organizers are required to provide the AMA membership application pad onsite to give participants the opportunity to sign up as a member at registration. *In consideration of hosting AMA-sanctioned events and receiving the benefits thereof, all AMA-sanctioned event organizers are required to collect identification for each participant and provide that information to the AMA and insurance provider on request; each participant represents known liability exposure for the organizer, the insurance provider and the AMA and, as such, must be identifiable by all parties.*

CHAPTER 1 - ORGANIZER DUTIES

I. Charter

- A. Each calendar year, a charter must be obtained or renewed in order to be considered an AMA-chartered organization. Select charters allow organizations to sanction events with the AMA.

II. Sanctions

A. Application:

1. An AMA sanction may be obtained only by an AMA-chartered organization. Individual chapters of multi-chapter organizations must be chartered as individual AMA organizers before any sanctions can be awarded.
2. For a sanction to be considered, a sanction application and insurance request form (available from the AMA, online or via mail) must be submitted. If the organizer is obtaining insurance from an outside vendor, the organizer must submit proof of insurance from an AMA-approved insurance provider. Insurance through an AMA-approved insurance provider is void if the sanction is canceled or withdrawn before the event.
3. Sanctions are routinely considered for only those event types described in the current year AMA Recreational Riding Rulebook. Event types not listed in this rulebook are not eligible for sanction without an express consent of exception by the AMA.
4. AMA policies and requirements for sanctioning an event are listed on the appropriate sanction application and organizers must abide by these rules.
5. Events of two different sanction types held simultaneously require separate sanctions. Example: a dual sport and an adventure ride held at the same date and location require separate sanctions.
6. All sanction applications must be received on or before 14 days before the date of the event. Insurance premium payment in full is due at least 10 days in advance of the event. Sanction requests received 13 days or less before the event, may not be honored or may be assessed a fee.
7. Multi-day events of the same event category may be applied for on one sanction application.
8. Sanctions cannot be transferred or assigned to another organization or refunded. Canceled or rescheduled events must be reported to AMA sanctioning services the next business day after the cancellation to receive a sanction credit. The credit must be used within one year from the originally scheduled event date.
9. The AMA may refuse to grant a sanction, or may withdraw or cancel a sanction already granted, for any reason the Association believes is in the best interest of the sport.
10. Organizers must disclose all activities happening during the sanctioned

event (vendor activity, vehicles other than those covered by the sanction, camping, auction, etc.).

11. Insurance is processed by the AMA's insurance broker who works with the preferred insurance company. Insurance is approved or denied at the discretion of the insurance company.

B. Advertising:

1. Organizers must ensure that all conditions regarding participation appear on advertisements, the entry application or the event organizer's website.
2. Ensure that no false or misleading information appears in advertising or in announcements to the press or public.
3. Ensure that all advertising includes the type of sanctioned event, such as poker run, dual sport, etc.
4. Ensure that all advertisements state "AMA sanctioned" and include the AMA logo (available for download on the AMA website). No advertisement for an AMA-sanctioned event may contain references to non-sanctionable, illegal, unsafe or inappropriate activities, which are covered by the event insurance and could reflect negatively on the AMA or motorcycling in general. Final judgment rests with AMA staff.
5. The applicant shall not use the following terms in the event title or advertising without express written permission of the AMA: Area, District, National, Regional, Major, Featured, State, Qualifier or Championship.
6. No reference to the consumption or serving of alcohol or drugs may be used in any advertising or literature.

C. Entries:

1. Entry fees and entry closing dates can be set at the organizer's discretion. In any case, the conditions of entry must appear in all advertisements.
2. Organizers may use their own registration forms to collect participant contact information.
3. The organizer must collect a participant's AMA number (if applicable), first name, last name, mailing address, and cellphone number and email address (if available) and return to the AMA via the Electronic Participant List, available for download on the AMA website or other approved means, within 14 days of each sanctioned event. *Each participant represents potential liability exposure for the organizer, the insurance provider and the AMA, and known participant information is necessary to fortify coverage, protect all parties involved and limit liability exposure.*
4. If the event requires street legal motorcycles, all participants are required to have a valid motorcycle endorsement, registration and at least the minimum insurance required by their state. Event organizers will verify that licensing and registration is properly in place.
5. Any participating minors must have a minor release form on file with the

AMA. Failure to provide a valid minor release form could invalidate the sanction or insurance coverage. See Chapter 2.I.D or contact the AMA for more information.

D. Risk Management/Safety

1. The organizer should take reasonable and careful precautions to see that the route is properly selected with the safety and well-being of the participant in mind.
2. The organizer may deny event participation to a participant who behaves or rides in a way endangering other participants, officials or the public.
3. Ensure that the AMA statement of responsibility poster is conspicuously displayed at the registration area.
4. Ensure that an AMA-approved insurance release is properly signed by every participant, event organizer staff and/or volunteers.
5. No event 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 dismissal from the event.
6. Alcohol consumption is prohibited during the ride. There may be stops at restaurants that serve alcohol along the route, but none of the event participants are allowed to consume any alcohol until the ride's end destination has been reached.
7. No gambling is permitted at any AMA-sanctioned event. It is the duty of the organizer to ensure that this rule is honored.
8. It is the organizer's responsibility to make sure the route has been cleared of riders at the end of the event. A team of sweep riders is suggested for all organized group rides to ensure all participants completed the route safely.
9. A riders' meeting must be held immediately prior to the start of applicable events at a time clearly communicated to all participants.
10. It is the sole responsibility of the organizer to ensure compliance with all rules relating to or directed toward safety and to otherwise act to promote the safety of the event. The AMA does not attend or in any way supervise individual events and cannot advise on, enforce safety procedures or assume responsibility for rule enforcement outside its control. It's the sole responsibility of the organizer to purchase the required liability insurance and to meet all insurance policy requirements. If the required liability insurance isn't purchased, the sanction for that day's event will be declared null and void.
11. It is recommended that organizers contact the AMA regarding the availability of workshops such as the AMA Road Captain Workshop, AMA Trail Boss Workshop and EAGLES to receive recommendations and have discussion on best practices for event operation.

E. After the Event

1. The Recreational Event Report and Electronic Participant List must be submitted to the AMA within 14 days after the event.
2. AMA membership application pads and sold memberships must be returned to the AMA or postmarked within 2 days after the event.
3. Incident and/or injury reports (if applicable) must be submitted to the insurance broker within 14 days after the event.
4. The organizer must follow the insurance guidelines for retaining releases after the event.
5. Violating these provisions can result in the suspension of an organization's charter, as well as the loss of the ability to sanction events.

III. Awards/Scoring

- A. Awards may be presented to participants at the organizer's discretion. Conditions for receiving an award must be published and available to participants prior to the event taking place.
- B. While recreational events may have a competitive element, the AMA will not be involved in award determination or dispute resolution.
- C. If the organizer deems it necessary to halt an event after a time or distance equal to half the total event, the event may be considered completed.
- D. Any participant leaving the route can continue again only from the point where he or she left the route.
- E. A participant whose motorcycle is disabled before reaching the finish point may, by muscular energy, push or carry his or her motorcycle to complete the event. In such a situation, he or she will be considered as having finished the event.
- F. A participant is entitled to examine his or her score card with the organizer, as well as to see how his or her position has been recorded on the roll checks.
- G. No official announcement of event winners will be given until all checks have been examined and the clerk has approved the cards. Official results become final if no re-check is requested by a participant within 30 minutes after the results have been posted.
- H. Events that use a question and answer format must post the questions with correct answers along with the results at least 30 minutes before any award presentation.

CHAPTER 2 - PARTICIPANT ELIGIBILITY

I. General

A. Event participants' motorcycles must conform to the motor vehicle code of the state in which the vehicle is registered.

B. Apparel and Protective Gear

1. Off-road and dual sport participants are required to wear full protective gear during the ride. This includes: long pants, long-sleeve shirt, over-the-ankle boots, DOT-compliant helmet, gloves and eyewear. 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. This applies to both motorcycle and ATV riders. It is the sole responsibility of the rider to select a helmet and apparel that will provide appropriate protection. The AMA does not endorse or certify any manufacturer's products. The rider must rely on his/her own judgment in the selection of any helmet and apparel for durability and safety.

2. Road riding and adventure riding participants are required to abide by their state's helmet law. Full protective gear is encouraged.

C. If the event requires street legal motorcycles, all participants are required to have a valid motorcycle endorsement, registration and at least the minimum insurance required by their state.

D. No participant under the legal age of majority in his or her state may participate without first having both parents or guardians sign the AMA minor release waiver in the presence of an unrelated adult witness.

No rider under the legal age of majority in the state in which the event 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 event. The parents or legal guardians must remain present while the AMA member who they are responsible for is at the event.

E. The minimum age for participation is no younger than 4 on the day of the sanctioned activity. The organizer may ask for any rider's proof of age and proof of age must be available at all events, or the rider may be denied participation. Acceptable proof of age includes: Birth Certificate, Driver's License, Passport or State-issued Identification Card.

F. All releases must be signed in ink by participants or must be completed via an approved online waiver from the AMA's preferred insurance provider.

F. All participants must assess for themselves the route, facilities, existing conditions and other matters relating to safety. The AMA cannot and does not supervise any event. All riders and other participants must rely on their own judgment and assume all risks of participation.

H. It is encouraged that participants be current AMA members. The AMA National Dual Sport Series, AMA National Adventure Riding Series and

AMA-sanctioned riding schools require participants to be AMA members.

- I. Participants may not ride in a way that endangers other participants, event workers or the public.
 - J. Participants must not have consumed or be under the influence of any alcohol, intoxicant or drug which could affect their normal mental or physical ability before or during the ride. Participants may not consume any alcohol until the ride's end destination has been reached.
 - K. Participants may be removed from a specific event for unruly conduct. However, organizers and chartered districts do not have the authority to issue suspensions of AMA members from all AMA-sanctioned activity.
 - L. Participants must attend the riders' meeting held immediately prior to the start of the event.
 - M. Participants must not falsify one's name or participate under false pretenses.
 - N. Attacking an official or engaging in a fight anywhere on the premises prior to, during or after an AMA sanctioned event can result in a participant's dismissal from the event.
 - O. Disciplinary actions
 - 1. By participating in an AMA event, each member acknowledges and agrees to abide by the AMA's rules and procedures, including those related to release and waiver of liabilities and claims.
 - 2. Riders are responsible for the actions of their families and crew members. All parties involved in AMA-sanctioned events 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 understand that violation of AMA rules and procedures can lead to forfeiture of their recreational riding privileges.
- The participants recognize the need for officials, such as the Risk Management Officer, to make decisions that require judgment and the exercise of discretion, often instantaneously, with events as they are occurring.

CHAPTER 3 - ROAD RIDING EVENT TYPES

I. Riding Events

A. Bingo Run

Each bingo run rider is given a bingo check card. At first check “B” the rider picks any number from 1 to 15 and the checker writes that number on the rider’s card and initials it. At the other four checks the same procedure is followed except that at the “I” (second) checkpoint, the rider picks numbers from 16 to 30, the “N” (third) from 31 to 45, the “G” (fourth) from 46 to 60, and the “O”(fifth) from 61 to 75. At check-in at the end of the run, the riders’ chosen numbers are recorded in the same manner in which cards are now recorded in poker runs and the check cards are then returned to the riders.

After the finish deadline, a regular bingo game is played with the first bingo awarded high point and each following bingo awarded a class trophy until all awards are given.

If there is a tie (i.e., for second in a class), second and third awards are put aside and the two riders pick an uncalled number. The first rider whose number comes up is second and the other is third. If in the meantime another rider in the class has bingo, they are fourth.

As each bingo is called the promoter should check that the numbers are the riders’ numbers and have been called. Do not clear the call board after each bingo. Any bingo set numbers apparatus may be used to choose the numbers and any master board will work fine.

B. Bonus Hunt

A bonus hunt may be held as a single event or combined with or run as part of any other type of road ride described in this chapter. Organizers may require participants to meet certain prerequisites in order to compete for bonus points (for example, participants may have to complete other events or use specific equipment).

Participants are given a general route and a list of several bonus locations or activities by the event organizer and may be required to start or finish at a designated point. The method of validation of these bonuses is at the organizer’s discretion.

Participants may compete for bonus points individually or in teams, as directed by the organizer. Bonus points will not be awarded for illegal activities or for unsafe riding behavior. Points may be awarded for overall mileage covered during event as long as participants are encouraged to observe legal speed limits at all times during the event and points are also given for rest periods during the event.

Note: Events lasting more than 12 hours will be sanctioned under the “Two or more days” designation on the AMA Recreational Riding Sanction.

C. Carnival Run

A carnival run is similar to a poker run except carnival games are played at each stop to determine scores.

D. Dice Run

A dice run is similar to a poker run except that dice are rolled at each stop instead of picking playing cards.

E. Field Meet

A field meet comprises many contests that test the participant's skill in handling a motorcycle in a field or parking lot. Field meets may not be conducted on public roads. Contests relying on speed alone (for example, drag races) are not allowed and interested organizers should inquire about an AMA competition sanction. Games or contests may be organized for single rider or operators with a passenger. A person may operate the motorcycle in one event and be a passenger in another at the discretion of the promoter and when posted prior to the event.

F. Fun Run

A road run that may or may not be guided, in which riders leave from a departure point. Riders may return to the beginning in a loop, or may ride to a different destination.

G. Grand Tour

Participants ride to pre-determined destination "checkpoints" and document completion. This is a self-guided ride where participants choose their own routes and dates to get to the checkpoints, as long as those dates fall within a range set by the organizer.

1. Checkpoints will be accessible by motorcycle.
2. The event will be held over a specified period of time, at least two months within a calendar year, as designated by the organizer.
3. A log of designated checkpoints with validation information will be provided by the event organizer.
4. Awards will be based on the number of validated checkpoints.

H. Gypsy Tour

Title reserved for the AMA National Gypsy Tour. Gatherings of riders from all over the country, converging upon a single destination. Gypsy Tours brings like-minded riders together to enjoy the camaraderie of motorcycling, often in a location of particular beauty, historic significance and/or importance to the sport.

I. Map Run

This event tests a rider's map-reading ability. Prior to departure, each participant is provided with a map of the route. Winners are those riders who come closest to a secret "key time" established by the organizer.

J. Midnight Run

This is a run of any type that begins at midnight.

K. Mystery Run

During this event, participants follow the road captain to the final destination. The road captain is the only one who knows where the run ends. One person involved in organizing the event should not be on the run and available by phone in case a participant gets separated from the group and needs assistance in finding the final location.

L. Observation Run/Quiz Run

This ride is a test of the rider's observation skills. Question sheets may be given out prior to or after the conclusion of the ride. Answers must be posted prior to the presentation of awards. The organizer must ensure that participants are able to observe items along the route without the rider being distracted from operating his or her motorcycle.

M. Poker Run

1. At established checkpoints along the course, participants draw sealed envelopes containing playing cards, pickup slips or markers distinctive to each checkpoint and exchange them for a poker hand at the finish. Winners are based on the best five-card poker hand. Any variation of poker games may be used, but the rules must be announced before the first participant begins the run. Participants may not purchase extra cards or extra hands to improve their chances of winning, unless the proceeds go to a charitable recipient, a non-profit organization or a public service provider, such as a first-responder organization.
2. The course must be at least 30 miles long and have three or more checkpoints on the route. The course can be marked with lime splotches, or participants may use route cards, maps or gimmick clues. The method of indicating the route must be explained at a participants' meeting prior to the start of the event.
4. Checkpoints should be located on the right side of and off the route. Each checkpoint should be able to accommodate 10-15 motorcycles at one time. The checkpoints must be identified with clearly visible markers such as flags, signs or time marks located at least 100 feet prior to the check. The method of marking checkpoints must be explained to participants prior to the start of the event.

N. Reliability Run

A reliability run takes place over highways, secondary roads, backwoods, dirt roads and other types of terrain suitable to the type of motorcycle for which the event is intended. Prominent permanent landmarks (public buildings, railroad crossings, etc.) and official route numbers (road) may be used to mark the course and annotated route cards/sheets.

1. Checkpoints, gas stops, known controls and gas available are to be determined and established by the organizer.
2. Timing devices are generally limited to electric or mechanical watches. Unless all participants in a class are so equipped, the use of any type of computer or two-way radio is prohibited.

O. Road Rally

A rally is a day-long or overnight event held at a single location. Multiple events may be included in a road rally.

P. Road Enduro (Timed Road Run)

This event is based on participants maintaining a specified time schedule where speed is not a determining factor. A series of checkpoints are used to collect participants' times along the route. The course, described on a route card may include little-used roads, highways and any other terrain selected by the organizer for the specific mode of travel. Any use of private property requires the permission of the owner.

Road enduros cannot include more than 12 hours of continuous riding, with a minimum of two scheduled stops of at least 30 minutes each. Each 12-hour riding session shall be followed by a mandatory 8-hour scheduled rest stop. In any 24-hour event, there must be at least two scheduled stops of at least 30 minutes each. A 24-hour event is considered a two-day run. The course must be laid out and the time schedule established in compliance with all local and state laws, including speed limits.

1. General

- a. Those who lay out the course are prohibited from competing. Participants will be disqualified for riding the course pre event.
- b. Participants must comply with all local and state laws, including speed limits.
- c. The course must be traveled under the power of the motorcycle or the participant's own muscular energy. Towing or organized repair service is prohibited, except at scheduled controls and rest periods. Violations result in disqualification. Participants may assist one another at any time, provided that they are still contesting the event.
- d. Route cards will be distributed no less than one hour before the start. The card will provide the key time for the start and for all known controls, as well as the exact mileage and schedule in miles per hour between such controls. The route card will list exact mileage between turns and the direction of each turn. It should indicate by mileage an official gasoline stop as well as "gasoline available" locations.
- e. The starting order may be determined either by the order in which entries are received or by a drawing. The method by which the order is chosen must appear on the entry blank. At the starting time, which is one minute after the printed key time, the starter will send off one rider every minute. If there are more than 100 participants, more than one may be started every minute.
- f. A participant who leaves the marked course may continue in the event only by returning at the point where he or she left the course.
- g. If motorcycles are to be sealed throughout the event, the sealing must be done by officials at the starting control and removed only by officials at the finish control.

- h. Teams, if recognized by the organizer comprise three participants (excluding passengers). Each participant may compete as part of only one team.

2. Checkpoints

- a. Checkpoints must be conspicuously marked and visible. If conditions are such that participants may not see a check in time, it must be marked to provide reasonable advance warning. Checkpoints and controls must be located where participants will not be delayed by traffic lights, speed limits or congestion.

Checkpoint Definitions:

Known Control: a checkpoint whose location is known to all participants

Secret Check: an unknown timed checkpoint

Emergency Check: a secret check, except minutes and seconds are recorded and used for breaking ties

Observed Check: an unknown checkpoint where no penalty for time shall be recorded.

- b. If flags are used at checkpoints:

Known control: yellow

Secret check: red and white diagonal

Observation check: white

Emergency check: green and white diagonal

Flags must measure no less than 18 inches. All flags must be conspicuously placed and will designate the exact checkpoint. Checking time will be taken the instant the motorcycle's front wheel arrives opposite the flag; however, a participant may not stop in sight of the check (see 2.g).

- c. The finish may or may not be a known control. However, rest stops or gas stops must be known controls. It is up to the promoter to decide whether or not checks are known controls.
- d. Checkpoints cannot be more than 40 miles apart. Secret checks must not be less than 5 miles from any known or secret control or check. If the event covers 100 miles or less, the minimum distance from other checks will be 3 miles.
- e. Each check must be manned by a member of the promoting organization or an authorized representative. This person marks the time on the checking sheets and signs the route cards or receipts for participants. It is the participant's obligation to make sure the official signs the checking sheet. Participants are not permitted to mark their own times or signatures on the checking sheets.
- f. All checks are to be opened before the first participant is due, and remain open until one hour, 59 seconds after the last participant should have arrived. If more than 50 percent of the participants still

in contention at the previous checkpoint reached a check station in question, then the questioned checkpoint will be declared official.

- g. The mileage at any check may be computed from the last known control and the time may be computed to an even minute. A participant arriving within 59 seconds after the even minute shall be recorded as having arrived on the even minute. Participants may not stop within sight of the check; those who do will have their time taken when they stop moving forward. Putting one's foot down does not indicate the point of timing, but time will be taken if the participant zig-zags or paddles to stall time.
 - h. Emergency checks are used to break tie scores. The time to an emergency check must be computed to an even minute. Time at an emergency check is recorded in seconds. When participants' scores are tied, the rider checking closest to 30 seconds within the minute due wins the tie. If more than one emergency check is used, the total emergency points lost will be used to determine the winner of a tie score. If a tie continues, the emergency check closest to the end of the run will be used as the tie breaker. Emergency checks may also be secret checks, but in any case an emergency check must be marked by a green and white diagonal flag.
3. Scoring
- a. Riders are scored on a points-lost basis, with the best score a zero.
 - b. Participants whose check cards are not properly filled out will have 24 penalty points deducted.
 - c. Participants are penalized one point for every minute they are late leaving the starting control. Because of traffic or other conditions, final scoring may be taken at a secret check prior to the finish control. In such a situation, there will be no scoring from that point to the finish, but each participant must reach the finish control to complete the course.
 - d. Participants are penalized one point for every minute they are late arriving at a known control. A participant leaving a known control before their scheduled departure time will be penalized 2 points for each minute he or she is ahead of schedule. There is no penalty for arriving early at a known control, unless the participant is more than 15 minutes early.
 - e. At emergency checks, participants are penalized one point for each second they arrive early or late.
 - f. At secret checks, participants are penalized two points per minute for arriving early, and one point per minute for arriving late.
 - g. No penalties are assessed at observation checks. However, at any check station, if the participant is more than 15 minutes ahead of their schedule, more than one hour, 59 seconds late or has cut the course, he or she will be disqualified at that point. However, the participant will still be credited with the mileage to the last timed section and is eligible for awards on that basis.

- h. Results must be posted for at least one-half hour before they become official.
- i. Timing devices are limited to mechanical or electric watches only. Electronic or mechanical computers or two-way radios are not allowed. However, event organizers may also offer “computer” classes for riders using computing, global positioning and communications systems.

Q. Riding School: On-Street Coaching Seminar/Tour

A riding skills and techniques seminar or tour designed to enhance rider enjoyment and safety through road riding strategies coaching. It is conducted on the road with opportunities for teaching during breaks. Organizer must submit documented curriculum or syllabus of skills-enhancing exercises/scenarios to be covered during seminar/tour with the sanction application. Ratio of participants to coaches must allow for safe monitoring of participants at all times. Organizer must comply with all state and local laws

R. Riding School: Road

A riding skills and techniques seminar or tour designed to enhance rider enjoyment and safety through road riding strategies coaching. It is conducted on a parking lot or other paved surface reserved for this use. (not on a track). The organizer must submit documented curriculum or syllabus of skills-enhancing exercises/scenarios to be covered with the sanction application. Ratio of participants to coaches must allow for safe monitoring of participants at all times.

S. Road Run/Ride

A single- or multi-day organized ride or tour on the road that may be a guided or self-guided route. Riders must have a valid motorcycle temporary permit or license and follow their state and local laws. Organizers may use a variety of mapping options, from paper route sheets, GPS, follow the leader, etc.

T. Scavenger Hunt

Participants are provided with a list of difficult-to-find items, none of which should be available for purchase. Each item is assigned a point value. Each participant is given a list of items to be scavenged, and an amount of time is announced for the hunt. Winners are determined in each class by totaling the point values of the items scavenged which are validated by the organizer.

S. Toy Run

Participants provide a toy to be donated to a charitable organization.

T. Turkey Run

Held around the Thanksgiving holiday, instead of trophies/awards, gift certificates for turkeys, turkey dinners, etc. may be awarded.

U. Vintage MOTOGIRO

A MOTOGIRO is a road “enduro” type event for vintage motorcycles and

scooters manufactured before 1968 with less than 350cc displacement. It is a non-speed event over a prescribed route with a pre-set average mile per hour speed limit that is very low. The route may be comprised of both public and private roads with a total distance of no less than 150 miles for the event. MOTOGIRO events and classes may be conducted outside the pre-1968 “vintage” and displacement format at the discretion of the organizer. However, the other timing and event rules should apply.

1. Vintage Classes

Vintage motorcycle and scooters may be broken into the following displacement and grouping classes for scoring: 65cc; 125cc; 200cc; 250cc; 305cc; 350cc; scooter, sidecar.

2. Starting Order

The starting order is set by the order of registration or the class entered. Motorcycles and scooters will depart in numerical order at 30-second intervals. Participants will receive a starting signal for departure at their assigned time. In that assigned 30-second interval, the participant must start his or her motorcycle or scooter and depart the starting area. Any participant who arrives late for his or her scheduled departure will receive a penalty for each minute of delay up to a maximum of 20 minutes. Once this time is exceeded, the fixed penalty (120 minutes) will be applied. This penalty will be carried through to the end of the section. Participants should depart in their assigned times in subsequent sections.

3. Time Cards and Controls

At the beginning of each day, a participant will be given a time card with the following information:

- Participant’s number
- Class entered
- Participant’s specific STARTING and ENDING times for each section
- Blank spaces for transit stamps
- Approximate distances between check points

Each participant is responsible for and required to carry his or her own time card throughout the sections and present it at the Stamp Checks (SC) or Time Checks (TC). The route indicated on the route sheet must be followed at all times. All Stamp Checks (SC) and Time Checks (TC) must be passed through. Deviation from the assigned route or missing checks will receive the fixed penalty of 120 minutes. Any participant who is found to have altered or falsified his or her time card will be disqualified. Any participant who loses a time card should ask for a replacement at the next checkpoint. In that case, the participant will only be classified in that day’s sections if it is possible for the officials to reconstruct the his or her missing timings and stamps, and he or she will incur an additional one second penalty. If it is impossible to reconstruct the participant’s timings, the fixed penalty

will be assigned. There will be a minimum of two sections per day and a lunch break of one-hour minimum.

4. Ability Tests

Ability Tests will be set up along the route to test the rider's ability to cover a prescribed distance in a predetermined amount of time. Timing should be done electronically and calculated to at least 1/100th of a second (1/1000th of a second timing is preferred, if possible). Ability tests are not speed tests but rather are a test of the participant's ability to ride slowly through a defined course that does not exceed 60 meters without incurring additional penalties. When it is a participant's turn to take the ability test, he or she should enter the holding area on his or her motorcycle or scooter to prepare for the trial. The holding area is the area before the white flag. When indicated, the participant should enter the start zone – (the area between the white and yellow flags). The official will then signal to the participant to begin the test. The test area (non-stop zone) is the area between the yellow flag and the white line across the road where the timing beam is placed. The non-stop test distance must be traversed as closely as possible to the set time (i.e..... 60m in 20 seconds). The test ends when the participant crosses the second timing beam at the end of the non-stop test zone (marked by cones or a white line). Once in the non-stop test zone, it is prohibited to stop the bike, reverse direction, put the feet on the ground, go out of bounds or touch any external object for support. Zigzagging is permitted in order to cross the finish line (break the beam) in the set time. Ability tests may be set up either in a straight line or through a slalom. Cones will mark the course for slalom tests. It is permissible and may be appropriate to alter the established motorcycle and scooter ability test to accommodate sidecar entries. Ability tests will generally follow closely after a Start of a Section (SOS) and after an End of a Section (EOS). There will be a minimum of three timed ability tests per day.

5. Ability Test Penalties

- a. One foot on the ground - 1/2 second
- b. Both feet on the ground - 1 second
- c. U turn / direction change - 10 seconds
- d. Stopping the bike (engine off) - 10 seconds
- e. Using external objects for support - 10 seconds
- f. For every slalom cone knocked over - 1 second
- g. Complete avoidance of the slalom - 10 seconds
- h. Partial avoidance of the slalom - 5 seconds
- i. Travel out of bounds - 10 Seconds

While participating in ability tests (other than the rider counting to him/herself) the following rules apply for devices used by the rider to measure time: 1. Mechanical watches and simple digital

- chronometers may be used. 2. Any countdown timer is prohibited.
3. All acoustic, light emitting or vibrating signal devices are prohibited devices deemed unsuitable for use in the ability test by the supervising official must be removed or disabled. Participants unwilling to abide by the official's requests will receive the maximum penalty points for that test.
6. Exclusions from Classification
- In the following circumstances, participants may be excluded from daily classifications or receive fixed penalties for each violation. 1) One or more time stamps missing from Time Card. 2) Loss of the time card (unless officials are able to reconstruct the participant's missed timings). In these cases, participants may continue the next section, but with a fixed penalty (120 minutes) applied.
7. Check Points
- The checkpoints must be clearly marked.
 - Stamp Checks (SC) are simply a means of assuring that the participant stays on the prescribed route. SC are not timed. Participants do not have to worry about crossing the SC at a correct time.
 - Time Checks (TC), End of Section (EOS) and Start of Section (SOS) arrival points are clearly marked and should be crossed at the prescribed time. Upon approaching a TC, EOS or SOS point, the participant will find a white flag on the right 100 feet before the control line followed by a yellow flag 30 feet before the control line.
 - The actual Check Point will be a white line or cone at the checkpoint. If a participant arrives early, he or she should wait in the transit area between the white and yellow flags. Once the rider enters the area between the yellow flag and the control line, he or she may not stop and has committed to having his or her time recorded by the official. To check the official time, the participant may proceed from the transit area to the control desk on foot.
8. Time Keeping
- The officials, using either manual or electronic timers, will measure the time at all checkpoints. Where possible, the use of synchronized atomic time clocks displaying hours, minutes and seconds should be the official time standard. The time in the Ability Test will be measured to a minimum of 1/100th of a second. Times at Time Checks (TC) and End of Section (EOS) will be measured to the 1/2-minute and must be recorded on the time card by a synchronized electronic atomic time clock or attendant.
- The judgment of the official timekeepers is final and may not be challenged.
9. Penalties
- Reporting late at the starting line at the beginning of each leg: 60 seconds for each minute late up to 20 minutes.

- b. Reporting late at the starting line at the beginning of each leg: more than 20 minutes late: 120 min. / 7200 seconds (Fixed Penalty)
 - c. Deviation from the official route with the intention of taking a short-cut when noted by an event official: Fixed Penalty
 - d. Alteration of the time card: Fixed Penalty
 - e. Failure to pass a time check or stamp check point: 1 second
 - f. Loss of time card where the reconstruction of official timings and checks are possible: 60 seconds
 - g. Late or early “checking in” at a Time Check (TC): 60 seconds for each minute over or under accepted margin. There is no allowable margin for an early check in.
 - h. Failure to respect highway regulations as witnessed by police: possible exclusion.
10. Updated Equipment
- a. Modern electronic digital bicycle speedometers may be used.
 - b. Modern electronic motorcycle enduro equipment, including speedometers, may NOT be used.
 - c. GPS equipment may NOT be used.
 - d. Motorcycle enduro roll charts and enduro roll chart holders may be used at the discretion of the event chairperson.

11. Finishing Positions

Overall and class-based finishing positions will be determined by totaling all penalty points the rider has accumulated throughout the event. One second equals one penalty point. Lowest total wins.

CHAPTER 4 - ADVENTURE AND OFF-ROAD EVENT TYPES

Note: Off-road terrain can vary widely; thus, challenges presented by each event can be quite different. For details about the types of challenges an event may have, contact the organizer. This could help you in selection and preparation of your motorcycle and/or choice of events.

I. Riding Events

A. Adventure Ride

An adventure ride typically consists of limited use of highways, gravel or dirt roads, and forest or desert roads. Some off-road trails (single or double track) appropriate for adventure motorcycles may be used.

Routing may be by descriptive route sheet, arrows, maps, GPS routes, led by trail guide(s) or any combination of these. No speed competition or timing is allowed. Motorcycles must be licensed and insured for street riding. All operators must have a valid driver's license with a motorcycle endorsement from the issuing state.

Standard practice is to lay out a primary route suitable for a licensed motorcyclist riding any displacement adventure motorcycle up to 1,300cc fitted with adventure-style tires in good condition rated by the manufacturer for 50/50 road/off-road use. Individual event organizers may deviate from these standards, within reason, based on local terrain or other regional factors. Pre-event information (see Chapter 1, II.B.1) should communicate route expectations, including any deviations. For example: "The primary route has been designed to be rideable on an adventure-class motorcycle up to 1,300cc fitted with 50/50 dual-sport tires in good condition. Optional alternate sections require more aggressive tires, a lighter-class motorcycle or both and will be identified with course markings and instructions." In general, riders on larger adventure-class motorcycles should be discouraged from riding optional alternate sections.

An Adventure Ride Rally may offer seminars/workshops, guest speakers, vendors and/or demo rides held over multiple days, in addition to a ride.

C. Dual Sport

The route is typically a combination of trail sections that can be on property owned by various entities, including private, county, state, federal or tribal governments, including state and national forests, connected by highway sections. The event may offer multiple routes. Optional alternate routes are sometimes referred to as "hero sections" or "A loops." These sections are typically short loops that leave the primary route and return to the primary route either at the same place or further along the main route. They include tighter trail, steeper and longer hills and unimproved riding surfaces. Alternate routes are optional, and a rider may bypass them by remaining on the main route. No speed competition or timing is allowed.

Terrain recommendations for various course sections and optional alternate routes are given as follows:

Challenge ("hero section" or "A") Loop: Trail that features concurrent sections of single-track terrain suitable for lighter motorcycles (under 500cc); steep hills; and unimproved riding surfaces with rocks, logs and exposed roots. Bailout routes are suggested for long continuous sections.

Intermediate Loop: Trail that features non-concurrent sections of single-track terrain, steep hills or unimproved riding surfaces. Short sections are typically suitable for mid-weight motorcycles (up to 600cc).

Introductory Loop: Trail that features occasional tight sections, gradually inclined hills and limited sections of unimproved riding surfaces. Suitable for mid-weight motorcycles (up to 600cc).

Motorcycles must be licensed and insured for street riding and operators must have a valid driver's license with a motorcycle endorsement from the issuing state since sections of highway connect the participants to more trail riding. Motorcycles are typically under 600cc with DOT-approved tires that have a high-profile knobby design.

A Dual Sport Rally may offer seminars/workshops, guest speakers, vendors and/or demo rides held over multiple days, in addition to a ride.

E. Family Enduro

An event intended to introduce youth and adult participants to enduro-style riding in a friendly atmosphere. The events use the timekeeping or restart format in a closed-course (no license/plate required) format.

F. Off-Road Field Meet

A field meet is divided into many activities that test the skill of the participant in handling a motorcycle. Activities relying on speed alone are to be avoided by the organizer.

The following activities are approved for a field meet:

1. Slow Race: Participants stage in marked lanes at the starting line. Upon the official start, riders ride as SLOW as possible between marked start and finish lines. The last participant to cross the finish line wins. A rider is disqualified if tire crosses a line of a lane and/or if rider puts a foot down.

2. Ball Race: Passenger collects and replaces tennis balls off of traffic cones while the operator manages to serpentine the course without putting a foot down. This is a slow speed contest.

3. Others as approved by AMA

G. Off-Road Poker Run / Egg Hunt

1. At established checkpoints along the course, participants will draw a playing card or number chip, colored marker, etc. and exchange them for a poker hand or cumulative score at the finish. Winners are based on the best five-card poker hand or highest total if numbers are used. Any variation of poker games may be used, but the rules must be announced before the first participant begins the run.

2. Colored markers (or "eggs") may be used instead of playing cards. Each "egg" color should be assigned a random point value post-ride and scores tallied accordingly.

3. The course should be marked with a sufficient number of trail markings so that the riders can follow the course without getting lost. The method of marking will be explained prior to the start of the event.

4. There should be a minimum of one checkpoint per lap. A rider will draw a playing card, marker, etc. each time he/she completes a lap of the course. There can be more than one checkpoint on the marked route.

H. Scavenger Hunt

Participants are given a list of difficult-to-find items, none of which should be available for purchase. Each item is assigned a point value. An amount of time is announced for the hunt. Winners are determined in each class by totaling the point values of the items scavenged and validated by the organizer.

I. Recreational Trail Ride

A non-competition event on off-road terrain where an unlicensed motorcycle or ATV may be ridden. ATVs and motorcycles shall not use the same trails concurrently.

Routing may be by descriptive route sheet, arrows, maps, GPS routes, led by trail guide(s) or any combination of these. The event may offer one or many routes. More difficult alternate routes are sometimes referred to as: “Hero sections” or “A loops.” These sections are typically short, challenging loops that temporarily diverge from the main route so that a rider may bypass them by remaining on the main route.

No speed competition or timing is allowed. Trails must be one-way traffic, and no riding after dusk is permitted.

J. Riding School: Off-Road/Trail Ride

A riding skills and techniques seminar or tour designed to teach riders the basics of operating a dirtbike or improve their skills. It is conducted in a field or dirt surface. The organizer must submit documented curriculum or syllabus of skills-enhancing exercises/scenarios to be covered during training with the sanction application, and the ratio of participants to instructors must allow for safe monitoring of participants at all times.

K. Riding School: Adventure or Dual Sport

A riding skills and techniques seminar or tour designed to teach riders the basics of operating a street-legal dual-purpose motorcycle or to improve their skills. It is conducted in a field, dirt surface or on-road. The organizer must submit documented curriculum or syllabus of skills-enhancing exercises/scenarios to be covered during training with the sanction application, and the ratio of participants to instructors must allow for safe monitoring of participants at all times.

ADVENTURE AND OFF-ROAD TIRE AND BIKE EXAMPLES

Adventure:



Dual Sport:



Off-Highway:



CHAPTER 5 - EVENT CLASSIFICATIONS

I. General

- A. AMA organizers wishing to host an AMA recreational riding event with a classification above the standard level must complete and submit the appropriate application to the AMA by the application cut-off date. To aid in event promotion, applications may be submitted, considered and awarded up to one year in advance. Applications must be accompanied by the appropriate sanction fee, which will be refunded if the proposal is rejected.

II. Sanction Classifications

- A. Standard: Event will be included in the AMA's monthly schedule of sanctioned events if the application is processed at least 90 days in advance of the event date. (Example: An event taking place in March will be published in the schedule of sanctioned events for March.) Event will also be listed in the annual sanction database on the AMA's website: AmericanMotorcyclist.com.
- B. Featured: AMA must approve sanction classification. Event must have a history of success and draw riders from the state or region. Includes all the benefits of the standard sanction; however, event is listed in the magazine every month leading up to the event after the sanction is processed.
- C. National: AMA must approve sanction classification. An event that is well-established with a history of success that draws riders from across the country and includes a large rider turnout. First-year events will not be considered for a National sanction. Includes all the benefits that a standard sanction offers, plus additional promotional services. National events are listed in the AMA's annual listing of sanctioned events.
- D. International: AMA must approve sanction classification. A well-established event with a proven history of success that draws riders from around the world and includes a large rider turnout. If the event organizer is based outside of the U.S., this also requires international approval. Involvement or contact with the FIM must be done through the AMA. Includes all the benefits that a standard sanction offers, plus additional promotional services. International events are listed in the AMA's annual listing of sanctioned events.

III. Optional Sub-Classifications

- A. Any of the event types may be run as a charity event (proceeds beyond the organizer's expense go to a charitable organization).
- B. Any of the event types may be run as an invitation-only event. The organizer must note an invitation-only event on the sanction application so that the event is not promoted in the AMA's public listings of sanctioned events.

CHAPTER 6 - OFFICER POSITIONS AND DUTIES

All AMA-chartered organization officers must be current AMA members in good standing.

I. President

- A. The executive officer and leader of the organization.

II. Secretary

- A. Responsible for taking notes and keeping accurate records for the organization.

III. Primary Contact

- A. The member responsible for communicating with the AMA.
- B. A member may hold an office and this role simultaneously.

IV. Road Captain (applies to road events only)

- A. Duties include planning safe and enjoyable group rides.
- B. Develops guidelines and procedures for a safe and well-organized ride.
- C. Effectively manages the riders before and during the ride.
- D. The road captain may dismiss participants for riding in a way that endangers themselves, other participants, event workers or the public.
- E. May not only lead but is trained as a sweep rider.

V. Trail Boss (applies to adventure and off-road recreation events only)

- A. Makes the proper pre-event preparations with the local authorities, land owners and the general public, including securing permits and permission.
- B. Responsible for supervising course layout and the marking of route. Ensures that the route is safe for participants.
- C. Pre-rides the route with a team of riders in advance of the participants on the day of the event.
- D. Utilizes a team sweep riders to ensure the route is clear of participants after the last rider has left. May remove arrows/ribbons from route while sweeping or after the event.

VI. Risk Management Officer (RMO)

- A. The role of the officer is to ensure a safe environment for your event workers, participants, spectators, vendors and sponsors.
- B. Assure that the event is properly sanctioned with liability insurance coverage from an approved AMA insurance provider.
- C. Check that you have an adequate supply of releases to be signed by all participants, guardians and workers of the event.

- D. A risk management plan includes at a minimum: event security, route planning, following the law, following the AMA's policy regarding alcohol, insurance and liability waivers.
- E. The risk management officer must complete the risk management workshop annually before an organizer can sanction an event.
- F. The risk management officer must report any serious injuries by phone to the insurance broker on the next business day following the event. The release that the injured participant signed should be mailed to the AMA's insurance broker immediately after reporting an injury.

CHAPTER 7 - 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

1. 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	3,000 RPM

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

2. Machines entered in all events (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 event is being held or the prescribed dB/A above, whichever is less.

3. Applicable sound test limits may not be exceeded at any time during an event.

4. 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, or newer meeting ANSI 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: $100.9 \text{ dB/A} = 100 \text{ dB/A}$.

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).

Silencers must be securely fitted and non-movable to the extent that sound levels are not increased above the specified level while the machine is running or in motion. Silencers must be functional at all times.

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

CHAPTER 8 - EMERGENCY RESPONSE PLAN & SEVERE WEATHER POLICY

A. General

The AMA and/or the Event Organizer reserve the right to cancel an event or practice if weather conditions present a hazard to the general public. The following weather conditions could cause events to be canceled or postponed:

1. Severe Thunderstorm Warning
2. Tornado Watch/ Tornado Warning
3. Special Weather Statements
4. Winter Weather Advisory
5. Winter Weather Watch
6. Flood Warning

B. Lightning

In addition to the AMA Racing Severe Weather Policy, the AMA recommends the following when lightning occurs:

1. If lightning is seen and thunder is heard within thirty (30) seconds of the lightning being seen, all outdoor events are recommended to be postponed for a minimum of thirty (30) minutes. This means that all participants and spectators must leave the racing facilities and wait in their vehicles.
2. After thirty (30) minutes, the situation will be reassessed. If lightning or severe weather is still persistent, the event may still be postponed or canceled.

C. Emergency Response Plan

Organizers will need to create an Emergency Response Plan. In all cases, the Emergency Response Plan must provide emergency services and transportation services to an appropriate medical facility.

CHAPTER 9 - STATEMENT OF RESPONSIBILITY

A. General

The following is the AMA statement of responsibility that must be posted in registration areas at all riding events. Posters may be purchased from the AMA.

You have voluntarily entered an AMA-sanctioned event. An AMA-sanction indicates that this event is listed in the Association's official calendar and that AMA recreational/competition riding rules will be used as a guideline. It does not indicate that the facilities or course have been inspected or approved by the Association, nor does it indicate that the officials have been trained or accredited by the Association, nor does it indicate that your safety has been assured by any AMA authority or by the organizer.

Motor vehicles are inherently dangerous. You should take part in this event based on your own assessment of your abilities. By participating in the event, you assume all risks for any injuries or damages that you sustain from such participation. Today's route may traverse public highways and private lands, and public roads/highways and the organizer is not responsible for their conditions or for the actions of other individuals using the public and private lands and public roads/highways. It is your responsibility to follow all State and Local laws, including having the proper motorcycle insurance coverage required by applicable law.

Regardless of state law, the AMA urges you to wear a proper helmet and other appropriate safety apparel. The Association also urges you to receive professional instruction before operating a motorcycle. You are responsible for the quality and condition of your motorcycle and protective apparel.

The organizer does not provide medical insurance. We urge you not to operate a motorcycle without personal medical coverage.

If you have any doubts at this time about your personal abilities to participate in this event, if you have not adequately prepared yourself and your equipment, or if you believe your personal insurance coverages are not adequate to compensate you for any loss that might occur, we urge you to notify the organizer who will immediately refund your entry fee.

SPECTATORS WITNESSING THESE EVENTS THEREBY ASSUME ALL RISKS FOR ANY INJURIES OR DAMAGES RESULTING FROM DOING SO.