



National Champion

National Champion

*Competing for the No. 1 plate
... the AMA experience is second to none!*

American Motorcyclist Association Referee Training

Thank you for taking part in American Motorcyclist Association (AMA) referee training. The referee is one of the most important officials at the racetrack. Once you complete this training, you will join the elite group of motorcycle race referees who work hard at racetracks across America to ensure races are safe and fair. It's a very rewarding position that you are sure to enjoy.

You are now taking part in Referee Class "C" training, which provides an overview of what you need to know to be a referee. If you successfully complete this course, you can move on the Referee Class "B" training, which covers discipline-specific material. After successfully completing that, you move on to Referee Class "A" training, which is discipline-specific training for experienced referees. Finally, there is Master training for certain referees who have completed all of the other training.

Once again, thank you for taking part in AMA referee training and giving back to the sport we all love.





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1 The American Motorcyclist Association

1-A. Mission:

The mission of the American Motorcyclist Association is to promote the motorcycling lifestyle and protect the future of motorcycling.

1-B. What is the AMA:


The AMA is many things, including—

1. The premier governing body for motorcycle and all-terrain vehicle racing in the United States.
2. The leading advocate for motorcyclists' rights.
3. Owner of all AMA National Championship titles.
4. Owner of TV and video rights to AMA-sanctioned meets.

1-C. History of the AMA:

The Federation of American Motorcyclists (FAM) was formed in 1903 by enthusiasts to represent the interests of motorcyclists. The FAM folded in 1919. In 1916, the Motorcycle and Allied Trades Association (M&ATA) was founded to represent the interests of motorcycle manufacturers. When the FAM folded, the M&ATA was left without a counterpart representing riders. So the M&ATA began doing so in 1919. The M&ATA-registered Riders Division was named the American Motorcycle Association in 1924.

When it was founded in 1924, the AMA had an instant commitment to motorcycle competition. The association grew into a controlling body ensuring that competition rules are built around the ideals of safety, fairness and spectator appeal—a role that continues today. Today the association, now named the American Motorcyclist Association, is also the largest member-based motorcycle advocacy organization in the world.



2 The Referee

(Rule book chapter 6, appendix 6.5)

2-A. Definition:

The referee is the principal officer of a meet, acting as general supervisor. The referee doesn't carry out the duties of any other official. The referee must be introduced at the riders meeting and be available throughout the protest period. The referee may not compete in the event.

2-B. General Duties:

The referee must —

- 1. Know how the rules are made.** Elected AMA Congress Delegates operate under the authority of the AMA Board of Directors and exercise broad powers over the creation and enforcement of rules and guidelines for AMA racing and AMA recreational riding. All rule proposals and recommendations adopted by AMA Congress, which meets yearly, are subject to review and approval by the AMA Board of Directors. Rules adopted by the AMA Congress and ratified by the AMA Board of Directors are incorporated into the AMA rule books, which are published each year.
- 2. Understand the rules.** Always have an AMA rule book with you for reference and always refer to the AMA rule book before making a decision. Carefully evaluate both sides of a dispute before rendering a ruling. Try to apply the rules correctly in making decisions and stick to your decisions. Be firm, but fair.
- 3. Know the course** and monitor its condition as the meet proceeds.

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2-B. General Duties (continued):

4. **Be accessible.** That means the referee must be visible, available by radio, and be approachable at all times. The referee is the point of communication for the AMA to the rider/AMA member. Treat everyone fairly and with respect. Be courteous and maintain a positive attitude and demeanor.
5. **Manage the event.** That means ensure that entries are complete and competitors are informed about procedures such as the time of the riders meeting, when practice will be held, etc. Also, that results are correct and posted on time. Keep the program moving. Remember, you are there for all participants and AMA members.

2-C. Specific Duties:

The referee must—

1. **Course:** Determine whether any changes in the course are necessary.
2. **Sanction:** Request the official sanction from the promoter and post it at the registration area.
3. **Insurance:** Determine that liability insurance requirements have been met by the promoter.
4. **Ambulance:** Have the right to, or at the request of a participant, check the medical credentials and/or licences of the ambulance personnel.
5. **Officials:** Determine whether all appropriate officials are present and ensure they are performing their duties properly.

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2-C. Specific Duties (continued):

6. **Safety:** Direct the starter to black flag a rider for any safety reasons, including excessive oil leaking from the motorcycle, mufflers that are loose or not working properly, parts hanging from a motorcycle, loose number plates, etc.
7. **Tech:** Provide for technical inspection of equipment used by the riders, and bar any equipment that doesn't conform to standards.
8. **Protests:** Accept and decide all protests, subject to appeal.
9. **Disqualifications:** Decide on rider disqualifications.
10. **Teardown:** Set aside a properly enclosed location for engine inspection and measurement, and have selected engines ready for measurement when the meet is completed.
11. **Report:** Make a full written referee report about the meet and forward it to the AMA with properly signed releases within 14 days after the meet, and to the appropriate district official if required.

3 The AMA Rule Book

3-A. Riders and Eligibility:

An overview of rules that apply—

1. Ages and Machine Size Restrictions

	Minimum age for amateur competition	Minimum age for youth competition
ATV	15	4
Motorcycle	12	4
Motorcycle (above 250cc)	14	See rules (this is class specific)

Note: A Youth rider's age on January 1 determines that rider's age for the rest of the year.

- 2. Membership:** Riders must be active AMA or ATVA members to compete. (Associate members aren't allowed to compete.)
- 3. District Points:** To be eligible for District points and/or awards, the AMA member must also be a member of the District.
- 4. Advancement:** Participation in, or advancement to, a higher class in any AMA or non-AMA activity by a rider will result in permanent advancement to that higher class in a like activity in all AMA-sanctioned competition.

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3-A. Riders and Eligibility (continued):

- 5. Number of Races:** There are age restrictions related to how many races Amateur and Youth riders may enter each day. Refer to your discipline-specific rule book for details.

3-B. Equipment:

An overview of rules that apply—

- 1. Classes:** All classes are considered modified unless stated otherwise.
- 2. OEM:** OEM is defined as Original Equipment Manufacturer.
- 3. Gas:** All motorcycles must use petroleum-based gasoline as defined by ASTM D4814.
- 4. Helmet:** A rider must wear an approved helmet at all times when riding on a track or course. Helmets must be of the full-face or full-coverage type. In contests of speed, all riders must use a shatterproof faceshield or goggles.

3-C. Meets:

An overview of rules that apply—

- 1. Rules:** Every club, association, promoter, rider and all other persons participating in, or connected with, any meet is bound by the rules in the AMA rule book.
- 2. Classes:** In addition to the classes described in the AMA rule book, promoters may run other classes with prior approval from the AMA with supplemental rules.

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3-C. Meets (continued):

3. **Riders:** The referee may decide the maximum number of riders who start any event.
4. **Race Completion:** The race is completed when the leader takes the checkered flag. The number of laps completed determines finishing position. In most cases, a rider need not take the checkered flag to finish.
5. **Results:** Official results are declared final if no rider requests a recheck within 30 minutes after they are posted. The final results posted after the 30-minute protest period may not be altered except by the AMA or the appeal process.
6. **Cash Prizes:** Only “A” Class riders may receive cash prizes.

3-D. Sound:

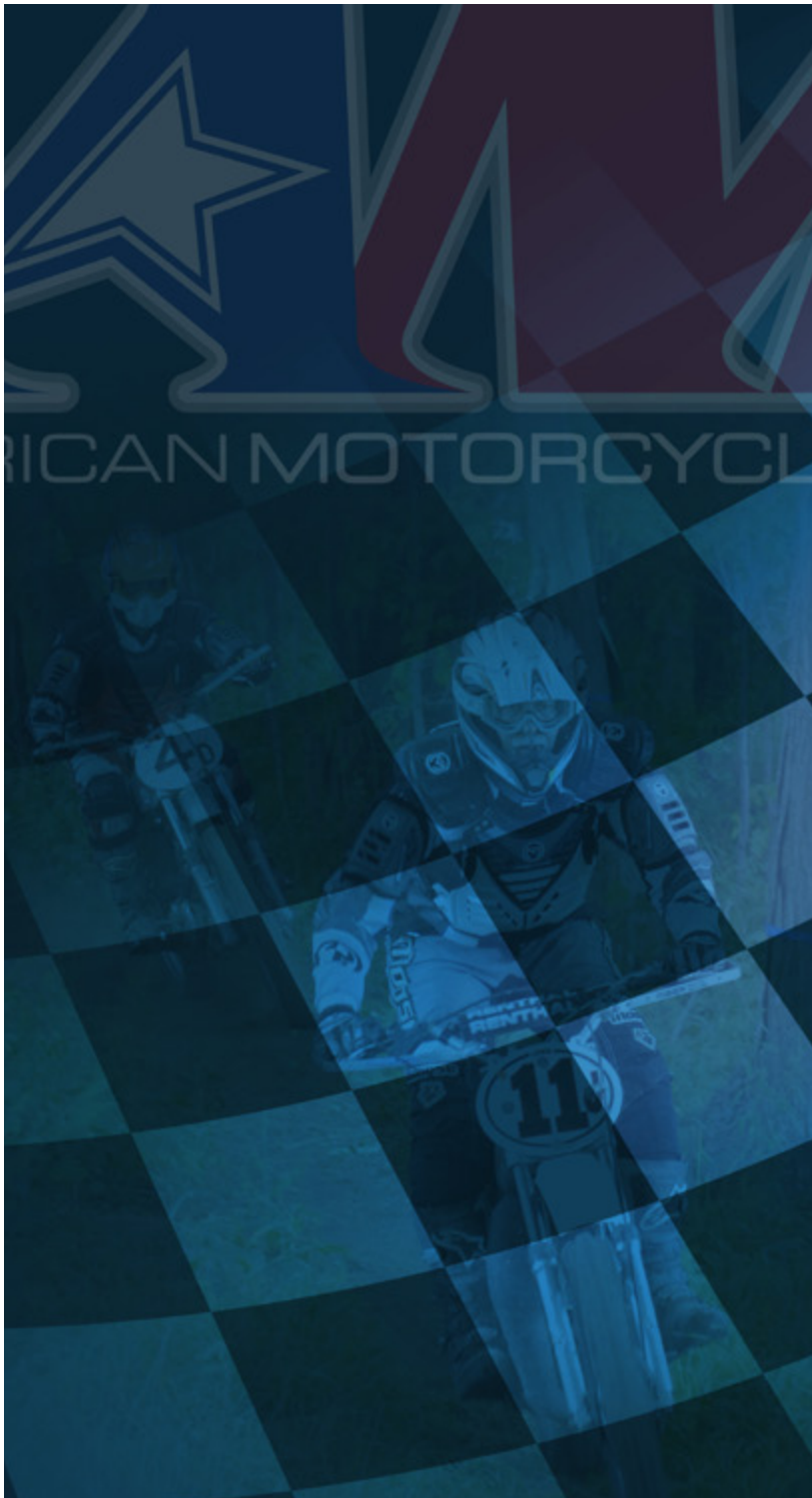
The Importance of Sound Control and Education—

Of the myriad issues facing motorcyclists today, excessive motorcycle sound has become the single greatest threat to American motorcycling's future. It's among the most controversial and potentially divisive issues in motorcycling and, we believe, the issue over which motorcyclists have the most control.

Due to excessive sound, off-highway motorcycles are being banned from public land and severely restricted on private property.

Local, state and national motorcycle organizations spend countless hours and dollars fighting attempts by city councils, county commissions, state legislatures and the federal

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3-D. Sound (continued):

government to impose restrictions on motorcycles—all because of excessive sound.

Organizers of motorcycle events should take steps—through advertising, peer pressure and enforcement—to make excessively loud motorcycles unwelcome.

Motorcycles and ATVs entered in all meets except drag racing and land speed trials shall have mufflers/silencers that don't exceed the maximum decibels (dB/A) required by the state where the meet is being held or by the AMA prescribed dB/A limits, whichever is lower.

3-E. Penalties, Protests and Appeals:

An overview of rules that apply—

- 1. Penalties:** The referee may impose any penalty, up to and including disqualification of any rider, crew member or family member from a race meet for violation of AMA rules, insubordination or other actions deemed in the sole discretion of the referee to be detrimental to the race meet and the sport.

On the day of an event, and at the discretion of the meet referee, any or all of the following penalties may be administered:

- Disqualification.
- Total or partial loss of points and awards/prize money from the meet.
- A fine of up to \$50.
- Recommendation of further action by the AMA.

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3-E. Penalties, Protests and Appeals (continued):

The referee has the power to disqualify any motorcycle that doesn't conform to the rules, and may inspect any part of a motorcycle entered in an AMA-sanctioned meet.

NOTE: A referee may recommend to the AMA that further disciplinary action be taken against a rider but only the AMA has the authority to suspend a rider.

2. Protests: There are three types of protests—

1. Visual protests relate to motorcycles and components where compliance or noncompliance can be confirmed visually.

2. Technical protests relate to motorcycles and components where some type of measuring device or teardown procedure is needed to confirm compliance or noncompliance with the rules.

3. Administrative protests involve all other protests.

Riders may lodge protests on any rule violation regarding an event in which they participated.

All protests must be filed within 30 minutes of the posting of results of the event in question.

The referee may call for the inspection of any machine or component, including fuel, at any time.

3. Appeals: A referee's decision may be appealed to the AMA. There are two levels of appeal: first and final.