



# 2013 RED BULL AMA AMATEUR NATIONAL MOTOCROSS CHAMPIONSHIP SUPPLEMENTAL RULES

Revised: 12.28.12

## A. RIDER ELIGIBILITY AND CLASSIFICATION

1. The following professional licensed riders are eligible to compete in the Open Pro Sport class only:
  - a. Riders earning 1-25 Pro Motocross points (250 or 450 class) in the current or previous year;
  - b. Riders qualifying for the final 40 in Pro Motocross (250 or 450 class) or Supercross (250SX or 450SX class) in the current or previous year; or
  - c. Riders qualifying for the final 40 in an FIM MX1, MX2, MX3 Grand Prix event in the previous year.

Professional licensed racers that have not qualified for the final 40 in either Pro Motocross or Supercross in the current or previous year, or who have not qualified for the final 40 in an FIM MX1, MX2, MX3 Grand Prix event in the previous year, are eligible for all classes as per AMA eligibility requirements.

2. The following riders are not eligible to participate in the National program:
  - a. Riders earning more than 25 Pro Motocross points in the current or previous year;
  - b. Riders qualifying for an Supercross main event (250SX or 450SX class) in the current or previous year;
  - c. Riders qualifying for an FIM MX1, MX2, MX3 Grand Prix event in the current year.
3. Riders in the 250A and 450A classes are eligible to compete in the Open Pro Sport class. **Top 42 overall riders in the Open Pro Sport class and the top 20 overall riders in the 250A and 450A classes at the National will be eligible to obtain an AMA Pro Motocross License in the current and next year without further qualification. Top 15 overall riders in the 250A, 450A and Open Pro Sport classes at the National will be eligible to obtain an AMA Pro Supercross 250SX license without further qualification.**
4. Riders earning a top 5 national ranking in the previous year WMX Championship may only participate in "A", Pro Sport, and Age divisions (excluding the Vet B/C class).
5. Riders who placed in the top 5 overall in the 250B (Stock or Modified), 450B (Stock or Modified), College B/C, or Vet B/C 30+, at the previous National and are 16 years or older as of January 1 of the current year are not eligible to compete in a "B", "C" or "B/C" division. Riders who placed in the top 5 overall in a "Schoolboy" class (Schoolboy 1 or 2) at the previous National and are 16 years or older as of January 1 of the current year are not eligible to compete in a Schoolboy class.
6. Riders who have ever been classified as a Pro, Pro Am, or "A" rider in a non-youth class, are not eligible for any "B/C" designated class. **Pro, Pro Am, or "A" riders granted AMA reclassification may not compete in the "B/C" class in the national program.**
7. Riders may not participate in a "C" class if they have ever:
  - a. Participated at the National in any previous year in any class (with the exception of Girls and Youth Beginner (2011) classes, and Women's class riders finishing outside the top 5 in the previous year;
  - b. Received any type of OEM factory support in any class (**excluding OEM contingency and trackside support**);
  - c. Earned a Rider Performance Value (RPV) of 15.0 or higher the previous advancement year (Nov. 1, 2011 - Oct. 31, 2012) in any class, including youth divisions; or
  - d. Competed in any C or youth division at the age of 12 years or older prior to January 1, 2011 and had an RPV or calculated RPV of 11.0 or higher the previous advancement year (Nov. 1, 2011 - Oct. 31, 2012) in 6 or more events.For more information regarding "C" class eligibility and to check RPV status, visit [www.amaracing.com](http://www.amaracing.com).
8. Once qualified for the National, riders may not voluntarily advance in class prior to competing in the National.
9. Riders participating in motocross competition events outside of the US should verify eligibility in the National program prior to participating in the program by contacting the AMA at 1.800.AMA.Join.

10. Challenges to rider eligibility must be in writing and sent certified mail, U.S. postmarked no later than **June 30** of the current year. Rider eligibility protests after this date will be accepted at the sole discretion of MX Sports.

## B. MACHINE ELIGIBILITY AND CLASSIFICATION

1. Riders may ride a **limited** motorcycle in a **non-limited** class.
2. **2014** model machines are NOT eligible in any class.
3. The **51cc (4-6) Special Limited** class is limited to the following models: Honda XR50, Honda CRF50, KTM Mini Adventure, **KTM 50 SX Mini**, Suzuki **JR50**, Yamaha TTR50, Yamaha PW 50, and **Cobra P3, Cobra PW3, and Cobra GI**.
4. **To following are NOT permitted in the LIMITED CLASS:**
  - a. High compression pistons, port clean-up; metal hand guards; or aftermarket ECU units.
  - b. Changes or modifications to the internal engine components, frame, carburetor, air box, swing arm, rim size, lower/bottom triple clamp, EFI throttle body, wheel hubs and exhaust system;
  - c. Gaskets, backfire screens, O-rings or other components may NOT be removed.
  - d. **Only production tires readily available to the general public may be used.**
  - e. The kill switch on all 51cc automatic machines must be stock and fully functioning.
  - f. **51cc Shaft Class:** Oil injection systems must be present and fully functioning. Only oil may be put in the reservoir. Pre-mix gasoline is NOT permitted in the oil injection system.
5. **To following ARE permitted in the LIMITED CLASS:**
  - a. Replacement fuel filters, air filters, gas line, handlebars, crossbar pads, non-metal open-ended hand-guards, serrated foot pegs, lower fork leg protectors, spokes and nipples, decals, spark plugs, spark plug caps, sprockets, handlebar mounts, seat covers, and upper triple clamp.
  - b. Programming or mapping changes to the stock OEM **ECU** unit and carburetor jetting ARE permitted.
  - c. Cylinder re-plating is allowed but must retain the original manufacturer's bore.
  - d. Clutch plates, pistons and piston rings may be accessory items, so long as they maintain the stock shape, design and material of the OEM parts.
  - e. Material may be added to the existing frame for strength, including welding.
  - f. OEM front and rear suspension can be altered with internal modifications only.
  - g. Shock linkage and suspension spring rates may be changed to any commercially available part.
  - h. Rims can be replaced with OEM or aftermarket rims of the same size and width.
  - i. **Front fork holeshoot devices (aftermarket or OEM).**
  - j. All other internal engine components must be stock OEM parts.
  - k. Changes that are cosmetic in nature are allowed, so long as there is no performance advantage.

Any items not listed above may be changed or modified. **Please reference the Limited Class Clarification Chart for more details.**

Violations of the **Limited Class** rules as determined by the protest process or by the event referee **may** result in disqualification from the class, or at the Qualifier level, re-assignment to the appropriate class **if deemed unintentional by the event referee**. A second violation **within one calendar year may** result in a disqualification from the class and a suspension from AMA competition for one year.

## C. REGISTRATION

1. Proof of age must be available upon request by MX Sports at any time.
2. For youth classes, age is based on the rider's age on **January 1** of the current year as stated in the AMA Rulebook. For all other classes, age is based on the rider's age as of the first day of National competition (July 30, 2013).
3. Riders under the age of 18 years must have a parent present or a duly notarized parental consent form, as required by the AMA Rules and Regulations in order to participate.

4. Riders may compete in only two classes at the National.
5. Riders may attempt to qualify at the Area Qualifier and Regional Championship levels in the following multiple classes; however, at the National only one class may be chosen between them:
  - a. Any 51cc class
  - b. Senior (45+) and Masters (50+)
  - c. Girls (12-16) and Girls (9-11)
6. International riders registering for the National final should do so by online registration or by sending the National Entry Form by express mail. MX Sports is not responsible for failure to receive entry.

## D. QUALIFYING PROCEDURES

1. Qualifying for the AMA Amateur National Motocross Championship requires:
  - a. A two-step process of qualification from an Area Qualifier to a Regional Championship, then qualification from a Regional Championship to the National Championship.
  - b. Riders may enter a total of 4 classes at the Area Qualifier and Regional levels.
  - c. Riders may enter as many Area Qualifiers in as many Regions as they chose.
  - d. At the Area Qualifier level, riders must receive a finish position in at least one moto in order to advance to the Regional level.
  - e. In some geographic regions there may be more than 40 riders eligible to participate in the Regional Championship. If there are more riders at the Regional than the starting gate can accommodate, then qualifying races will be run.
2. A 2-moto format will apply to all Area Qualifiers; a 3-moto format will apply to Amateur Regionals and Youth Regionals; a 2-moto format will apply to combined Amateur & Youth Regionals.
3. Riders who qualify in more than one Regional Championship will advance to the National from the rider's "home" region. If the rider did not qualify from his home region then the selection will be from the Region in which the rider had the better finish. If there are multiple equal finishes, then the rider will be selected from the Region in which he first qualified. All riders will move up one position in the Region in which a rider was not selected due to qualifying in more than one region.
4. **Area Qualifier Advancement:** Riders finishing in the top positions listed below are guaranteed to advance from Area Qualifiers to Regional Championships.
5. **Regional Qualifier Advancement:** Riders finishing in the top positions listed below are guaranteed to advance from the Regional Championship to the National.

Regionals	Advance from Area	Advance from Regional	17.1 Senior 45+	17.2 Masters 50+	18.1 51cc Special	18.2 51cc Shaft	32.1 Girls (12-16)	32.2 Girls (9-11)
Northeast	8	7	5	3	3	5	5	3
Southeast	8	7	5	3	3	5	5	3
Mid-East	8	7	5	3	3	5	5	3
N. Central	8	6	4	3	3	4	4	3
S. Central	8	6	4	3	3	4	4	3
Northwest	12	4	3	2	2	3	3	2
Southwest	15	5	4	3	3	4	4	3

6. **National Roster:** The final National Roster will consist of 42 riders per class; provided, however, that in the following classes the final National Roster will consist of 30 riders per class, which classes will be stagger start: Senior 45+ and Masters 50+; 51cc Special and 51cc Shaft; Girls (12-16) and Girls (9-11).
7. **Alternates:** Alternate selection at the National is based on a Power Ranking, calculated as follows: *Finish position divided by number of riders in the class; Multiply the result by 100 and then subtract from 100.* The

higher Power Ranking value will determine the alternate selection. A minimum of 50% of the guaranteed qualifying positions from each Regional will advance to the National, regardless of the rider's power ranking.

## E. NATIONAL NUMBERS

At the National the following number plate and number color scheme shall apply:

CLASS	PLATE	NUMBER
"A"	White	Black
"B"	Yellow	Black
"C"	Black	White
Masters 50+	Gold	Black
51cc (4-6) Shaft	Blue	White
Girls (9-11)	Black	White
All other classes	White	Black

## F. PROTEST FEES AND PROCEDURES

1. The following protest fees shall apply at the National:
  - a. Visual Protests: \$100 per item or component protested
  - b. Technical Protests: \$100 per item or component protested
  - c. Plus the following if applicable:
    - i. Tear down Fees: \$200 Two-Stroke/\$500 Four-Stroke
    - ii. Required Engine Removal \$100
    - iii. Fuel Test Deposit: \$325
  - d. Administrative Protests: \$100 per incident
2. In the event of a technical protest involving a teardown or removal of the engine from the frame, the protested rider may elect for the inspection to occur either before or after the final moto involving the protested machine. In the event the inspection is made after the final moto, the machine will be impounded between motos and/or the engine sealed pending the inspection, with the exception that minor repairs and maintenance may be made under MX Sports supervision.
3. The claiming rule value is two times the Manufacturer's Suggested Retail Price (MSRP) at all Qualifier, Regional and National events.