



*Supplementary rules for the 2014 AMA
Amateur Hillclimb Grand Championship*

RIGHTS.

RIDING.

RACING.

Motorsports are inherently dangerous and physically demanding...it is the responsibility of each and every rider (and parent, in the case of minors) to make an informed decision about their own ability to compete at a given event. Riders are encouraged to consult with their doctor if they have any concerns about their health/physical condition and/or their ability to compete in motorsports events. The American Motorcyclist Association does not certify rider skill, equipment, or event courses and is not responsible for any injury or property damaged incurred at any motorsports event.

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Rider Eligibility and Apparel Standards

Rider Eligibility:

1. Riders must be current AMA members in good standing in order to compete in an AMA sanctioned event.
2. Riders bearing obvious serious injuries are ineligible to compete.
3. Youth class riders are eligible to compete in a given class based on their age as of January 1st of that year, or based on their age on race day at their discretion with the following caveat: once a rider voluntarily moves up from one age bracket to the next, that rider cannot go back to the original age bracket.
 - a. For example, a rider is 11 years old on January 1st, and therefore is eligible to ride in the Mini Jr. class for that year – in July, that rider turns 12, but is still eligible to finish the year in the Mini Jr. class...or that rider can choose to move up to the Mini Sr. class. If the rider does choose to move to the Mini Sr. class during that year, he/she is no longer eligible to compete in the Mini Jr. class at any AMA-sanctioned event.
4. Riders must be at least 12 years old to compete in amateur classes, and at least 14 years old to compete on any machine displacing more than 250cc.
5. Riders must be at least 16 years old to compete in ATV classes (or older if required by state/local laws/ordinances).
6. Riders cannot enter more than 4 classes at any given event. Exhibition classes do not count against this limit except at the AMA National/Grand Championship.

Apparel Standards:

1. Riders must wear certified full-face helmets, bearing certification from DOT, Snell, or other credible, industry-accepted certification standards.
2. Riders must wear eye protection while competing in amateur events.
3. Riders must wear long-sleeve shirts or jackets.
4. Riders must wear full-length pants.
5. Riders must wear durable leather boots that extend at least far enough up the leg to completely cover the ankle.
6. While not required, riders are encouraged to wear knee/shin pads, chest protectors, neck braces, gloves, and any other protective gear intended for off-road motorcycle racing.



Machine Eligibility Standards

1. Motorcycles are defined as full-size 2-wheeled machines designed and intended for adult use.
2. Minicycles are defined as less than full-size 2-wheeled machines designed and intended for use by minors.
 - a. Minicycles may compete only in Youth classes and the Women's class.
3. ATVs are defined as 4-wheeled machines designed to be operated by a single rider with motorcycle-style seating. No side-by-side or multi-passenger vehicles of any kind are allowed.
 - a. ATVs must be no wider than 52 inches at all points.
4. All machines must conform to the following general standards:
 - a. All machines must be built and maintained in a safe and professional manner.
 - b. All machines must be equipped with a tethered kill switch, which must be attached to the rider (such as looped around a wrist, or clipped to the chest protector, etc.) and function in such a way as to kill the motor of the machine if the rider loses control of the machine and is separated from it. The tether can be no longer than 36 inches. A cord connecting the rider to the spark plug cap or wire is not considered an appropriate tether switch.
 - c. All motorcycles must have functional rear fenders. Front fenders are not required.
 - d. Tires cannot be filled with any fluid or gases other than air. Foam inserts are allowed.
 - e. Tires must be industry-standard knobby tires originally intended for motorcycle use (or for ATV use in the case of ATVs), from which material may be removed if desired but no material can be added. Retread tires are not allowed.
 - f. Paddle tires are not allowed in amateur/youth/ATV classes - a tire is considered a "paddle" tire if any paddle/knob stretches across the primary width of the tire continuously without any breaks. Manual modifications to the paddles, such as cutting slots in them, do not make them legal for these classes. Any tire originally manufactured/remanufactured or marketed as a paddle tire will be considered as such regardless of its current state at any given event.
 - g. No metal traction devices of any kind (screws, chains, bolts, etc.) are allowed in AMA amateur competitions.
 - h. There is no requirement for any component of a motorcycle or ATV to be an OEM part. All parts of a machine may be aftermarket or custom-made, so long as the part has been constructed in a professional manner and does not appear unsafe to the event referee.

- i. All machines in displacement-limited classes are allowed up to a 2mm (or .080") overbore from stock, and will remain eligible to compete in that class even if the result of the overbore is a displacement larger than listed in the class definition. The same displacement increase as would result from a 2mm overbore can also be claimed via stroking the motor, or a combination of boring and stroking.
 - j. Displacement may be calculated as follows:
 - i. $V = \pi R^2h$; π is 3.1416; R is 1/2 bore; and h is the measured stroke.
 - ii. $V = B^2 (.7854)(h)$; B is bore and h is stroke.
 - a. Multiply by number of cylinders as appropriate.
 - b. Note: If bore and stroke is in millimeters, divide the end product by 1,000 to convert to cubic centimeters (cc). If bore and stroke is in inches, multiply the end product by 16.387 to convert to cubic centimeters (cc).
 - k. All engines must be naturally aspirated. No forced induction of any kind.
 - l. There are no limitations on transmissions, gearboxes, or gearing.
 - m. Air/electric shifters may be used in any class.
 - n. All machines must have at least one functional braking device that affects at least the front wheel (both front wheels for ATVs).
 - o. All machines must have self-closing throttles.
 - p. Handlebar-mounted clutch and brake levers must have a ball-end as per original manufacture, or a 1/2" or larger ball added to the end (such as by tape, epoxy, etc.).
 - q. Exhaust systems must be constructed in such a manner as to not present any safety issue to the rider or hill crew, and not extend past the rear tire.
 - r. All machines must have a functional fuel shutoff valve/petcock, or an in-tank fuel pump with automatic shutoff.
 - s. Fuel pumps are allowed, whether OEM or aftermarket.
5. The event referee has the right to inspect any machine at any time for any reason.
6. Riders who refuse to submit their machines for inspection upon request by the event referee will be disqualified for that event, and notice of the refusal will be given to the AMA and the district organization.
7. Only gasoline and gasoline/ethanol blends as available in normal retail locations are permitted for fuel. Pure gasoline in any form, either as pump gas or race gas, is acceptable, provided that

the fuel is mass-produced and readily available to all competitors. Ethanol blends, whether pump fuel or race fuel, must consist of no more than 10% ethanol. No alcohol other than ethanol is allowed. Oxygenated fuels, whether pump or race gas, are allowed so long as the ethanol content is no more than 10%, provided that the fuel is mass-produced and readily available to all competitors.

- a. Off-the-shelf octane boosters and fuel stabilizers are permitted when used in accordance with the manufacturer's labeling.
- b. No other fuels or fuel additives are allowed, including (but not limited to) methanol, nitro methane, propylene oxide, and nitrous oxide.

Class Definitions

Mandatory National Classes:

Mandatory National classes are required to be offered at all AMA National/Grand Championship events, and are recommended for inclusion at all AMA-sanctioned amateur events.

Youth classes:

<u>Class Name</u>	<u>Class Definition</u>
Micro Mini	Riders 4-8 years old, 0-50cc, maximum 12" wheels, automatic transmission.
65cc	Riders 6-11 years old, 0-65cc 2-stroke and 0-90cc 4-stroke, maximum 14" wheels.
Mini Junior	Riders 7-11 years old, 52-85cc 2-stroke and 52-125cc 4-stroke, maximum 16" rear and 19" front wheels.
Mini Senior	Riders 12-15 years old, 66-85cc 2-stroke and 75-125cc 4-stroke, maximum 16" rear and 19" front wheels.

Note that in the Micro Mini class, if the machine has a manual transmission, it is acceptable to place the machine in gear at the starting line and remove the shift lever so that it can't be shifted on the hill.

Amateur classes:

<u>Class Name</u>	<u>Class Definition</u>
125	86-125cc motorcycles
200	126-200cc 2-stroke and 126-250cc 4-stroke motorcycles
250	201-250cc motorcycles
450	251-450cc motorcycles
600	451-600cc motorcycles
750	601-750cc motorcycles
Open	Motorcycles 751cc and larger
Senior	Riders at least 40 years old, any size motorcycle
Women	Female riders at least 12 years old on any motorcycle or minicycle with an engine displacing at least 86cc.

ATV classes:

<u>Class Name</u>	<u>Class Definition</u>
ATV 450	ATVs with engines up to 450cc
ATV Open	ATVs with engines 451cc and larger
ATV Senior	Riders at least 40 years old on any ATV

Competition Rules

1. A hillclimb is a series of trials against time or distance on a specially prepared hill.
2. AMA and AMA district memberships are the only personal credentials that can be required in order to enter a AMA-sanctioned event. No membership in any other organization may be required.
3. If a rider does not have a current AMA and/or district membership card, they may purchase one when signing up for the event.
4. Riders compete one at a time, receiving a score for their elapsed time if they make it to the finish line, or for their footage to the front axle of their machine if they do not make it to the finish line.
5. It is incumbent upon the rider to make sure that they report to the starting line in a timely manner when their class (or name) is called. Riders who do not make their attempts in a timely manner, within the timeframe otherwise used for their class, will forfeit that attempt.
6. Riders have a maximum of 2 minutes to make their attempt upon entering the starting area, or when directed to do so by the referee. The club may decrease the amount of time available at their discretion.
7. If an issue arises at the line that would prevent the rider from making an attempt on the hill, the rider will be asked to move their machine back into the staging area and will be given 15 minutes to fix the issue and return to the starting line. If the 15 minutes expire and the rider is not able to make their attempt, that attempt is forfeited.
8. Riders may be accompanied by one pit crew member in the starting area to prepare their line or provide other assistance. Additional pit crew may be allowed at the club's discretion.
9. Blocks/stands/etc. may be used for the rider to put his/her feet on while at the line, so long as they are removed by their pit crew after that rider's attempt.
10. Riders/pit crew must take care not to trigger the starting line timing sensor while staging. If the timer starts, that is considered your ride - whether or not the referee/club wishes to allow leniency in this matter is at their discretion.
11. If the hill has a dual-lane configuration, the rider must comply with any lane restrictions or else receive footage at the point at which a lane boundary was crossed.
12. If out-of-bounds are marked on the hill, the rider will receive footage at the point at which they crossed that boundary.
13. The machine's tether switch must be attached to the rider - such as by looping around the wrist, or clipping to the chest protector.

14. The rider must have at least one hand on one handlebar when crossing the finish line, at the point at which the timer was stopped, in order to receive a time. Otherwise, footage will be given to the point at which the rider dismounted the machine.
15. Pushing/paddling with your feet is not allowed.
16. Footage is given to the point at which forward progress initially stopped - you cannot come to a complete stop and then begin moving forward again.
17. Riders who have crashed and may be injured are required to follow the direction of hill crew and EMTs as appropriate.
18. A machine may be ridden in more than one class, by one or more riders, granted that it is only ridden by one rider in any given class.
19. The rider must be physically capable and mature enough to control his/her machine at all times, and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting, and putting one or both feet on the ground. The referee has the authority to disqualify a rider who can't safely control his/her machine. Training wheels are not allowed.
20. Event results are calculated based on each rider's best attempt in each class. In the event that 2 or more riders have the same best attempt score, the tie will be broken based on their second-best attempt. If the involved riders have identical best and second-best scores, a one run run-off will be held to break the tie.
21. Riders are not allowed to consume any alcohol during the event.
22. Riders and pit crew are expected to conduct themselves in a manner respectful to the club, the sport, and the environment. Actions such as dumping oil, fuel, or antifreeze on the ground may result in your ejection from the event and/or being reported to the appropriate authorities.
23. Riders are expected to comply with any and all club rules, and any direction from club members and/or the event referee while present on the event grounds.