



# 2010 RULEBOOK



**AMA**  
RACING



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## WARNING:

Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use motor vehicles.

## \*New or changed rules



## Chapter 4

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## **ATV Safety Alert**

You should be aware that an ATV is not a toy and may be dangerous to operate.

An ATV handles differently from other vehicles, including motorcycles and cars. According to the Consumer Product Safety Commission, an ATV can roll over on the rider or violently throw the rider without warning and even hitting a small rock, bump or hole at low speed can upset the ATV.

To avoid death or severe personal injury never ride an ATV without proper instruction. Take a training course. Beginning riders should receive training from a certified instructor.

Never lend your ATV to anyone who has not taken a training course or has not been riding an ATV for at least a year.

Never allow a child under 16-years old to ride an ATV without adult supervision. Children need to be observed carefully because not all children have the strength, size, skill or judgment needed to ride an ATV safely.

Never ride an ATV after consuming alcohol or drugs. Never carry a passenger on a single-rider vehicle. Carrying a passenger may upset the balance of the ATV and may cause it to go out of control.

Never ride an ATV on pavement. The vehicle is not designed to be used on paved surfaces and may be difficult to control.

Never ride an ATV on a public road, even a dirt or gravel one, because you may not be able to avoid colliding with other vehicles. Also, riding on a public road with an ATV may be against the law.

Never attempt to do wheelies, jumps or other stunts.

Never ride an ATV without a good helmet and goggles. You should also wear boots, gloves, heavy trousers and a long-sleeve shirt.

Never ride an ATV at excessive speeds.

Always be extremely careful when riding an ATV, especially when approaching hills, turns and obstacles and when riding on unfamiliar or rough terrain.

Always read the owners manual carefully and follow the operating procedures described.

For more information about ATV safety, call the ATV Safety Institute at (800) 887-2877, or go to [www.atvsafety.org](http://www.atvsafety.org).

### **WARNING:**

Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use motor vehicles.

## SECTION 4.1

### ATV RIDERS AND ELIGIBILITY

*Special Note: The American Motorcyclist Association does not test the skill of individual participants in AMA-sanctioned events, nor does the Association license amateur competitors or judge rider competence. Participants are solely responsible for their safety. AMA Competition and ATVA Memberships are interchangeable.*

#### A. General

1. All riders in AMA/ATVA sanctioned competition are required to be AMA or ATVA members; they must also be members of their respective recognized district organization, if it so requires. AMA associate members may not participate in AMA-sanctioned off-road competition. If an AMA District membership in a rider's home district is not required, a rider competing outside their home district shall not be required to purchase another districts membership card unless they desire to have their points kept and be eligible for year-end awards in that district. Additional membership cards specific to an event or series are not required unless the rider wishes to have their points kept for that series or event. Race entry cannot be denied if the rider has a valid AMA and District card (where applicable). Entry fees can be altered at the promoter's discretion for riders without specific series or event memberships. AMA-chartered clubs or promoters may collect a contestant's AMA membership card when they sign in and return the card at the end of the meet. A proper legal release must accompany each amateur membership application and the systems must be as uniform as possible among the districts. The minimum age for amateur riders is 12-years. In all off-road events, a rider must be 14-years or older to ride motorcycles above 250cc. The age of the rider is determined as of the date of the event, except in youth competition.
2. Standard meets are open to all qualified AMA members without regard to the gender of the entrant. ***\*Recognized and non-recognized districts, and organizations within a district must submit any supplementary regulations to the AMA for approval prior to the first event of the year. Failure to do so may result in permanent loss of sanction.***
3. At Standard meets, only A class riders (the highest rider classification) may compete for cash prizes. Rider classification is determined by the District, or by the meet referee in unrecognized Districts.
4. No rider under the legal age of majority in the state in which the meet 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 meet. An authorized adult acting on behalf of the parents or legal guardians must provide a notarized statement indicating they have been given the authority by the parent or legal guardian to be responsible for the minor during the meet. All releases and notarized statements must be forwarded to the AMA with the referee report and/or injury report. The parents, legal guardians or authorized adult

must remain present while the AMA member he/she is responsible for is at the meet.

5. All race personnel, officials, riders, mechanics and anyone associated with riders and photographers must not consume or be under the influence of intoxicants or drugs that could affect their normal mental or physical ability. Besides affecting the safety of the meet, any such use is inconsistent with the concept of good sportsmanship and is harmful to the sport of motorcycling.
6. Riders and/or family and pit crew who direct foul and abusive language to an official of the sponsoring club, promoter, AMA official or District official are subject to disqualification for the entire meet.
7. Each rider is responsible for the actions of his family and pit crew and any detrimental action by these individuals puts that rider at risk of disqualification.
8. All riders and other race personnel must assess for themselves the track, facilities, existing conditions and other matters relating to safety. The AMA cannot and does not supervise any competition. All riders and race personnel must rely on their own judgment and assume all risks of participating in competition in any manner.
9. Any member subject to disciplinary action by AMA Pro Racing, including a permanent revocation and loss of licensure to engage in professional competition, shall be ineligible to participate in any AMA sanctioned amateur competition.
10. All riders of ATVs and motorcycles participating in any AMA Amateur sanctioned meet will comply with the Amateur Rule Book.

## **B. Riders and Classifications**

1. Riders are responsible to enter only classes in which they are eligible. See Chapter 5, Section 5B, paragraph 5b for the penalty.
2. The AMA, on the basis of participation and achievement in district-level competition, shall classify riders unless otherwise provided by AMA rules. Rider classification shall be as follows:

Classification	Description
A	The highest classification
B	The classification preceding A
C	The classification preceding B
Additional entry-level classifications based upon the amount of rider participation at the District level in any particular District at any meet may establish classifications based on circumstances.	

3. Participation in or advancement to a higher class in any AMA or non-AMA activity by any rider will result in permanent advancement to that higher class (in like activity) in all AMA sanctioned competition. (Like activity=TT to TT or Dirt track to Dirt track, etc.)

4. If a rider believes he/she is not capable of competing as the higher class rider, he/she may appeal (once per District season) in writing to his/her recognized District. Each case will be considered individually at a regular meeting of the District or regional organization. When the AMA is notified of the decision in writing, with a copy to the rider, the change in classification will become official. The AMA staff will consider appeals from riders without a recognized District organization.
  - a. Riders returned to a lower class are only those who officials consider completely non-competitive in the class they are leaving and will not dominate the class they are returning to.
  - b. A rider may return to a lower class only once.
  - c. A rider returning to competition after several years must request to be reverted as explained above and cannot move back a class automatically or without AMA or District permission.
  - d. Failure to comply will result in suspension or other disciplinary action.
5. Riders between the ages of 12 and 14 riding the B class shall not be forced into A class, regardless of how many B races or advancement points he/she has. Riders in this age group may advance based on their own ability/competence.
6. Advancement: For rider classification advancement in motocross, the AMA National Advancement System must be used. In unrecognized Districts, the AMA National Advancement System may be applied when inconsistencies or lack of an advancement system exists.

### C. Entries

1. Contestants must sign all entry blanks in ink. A promoter may refuse the entry of a rider who has not made arrangements to pay medical bills or ambulance bills incurred as a result of injuries at a previous meet sponsored by that promoter.
2. No more than one engine number can appear on an entry blank.
3. Promoters may establish advanced entry closing dates. Promoters may accept post entries with higher entry fees. In any case, the conditions of entry must appear in all advertisements.
4. Entrants may be removed from a meet for breaking any rules of conduct. However, promoters and recognized Districts cannot issue continuing suspensions of AMA membership cards.
5. A youth or amateur entrant may use the same machine in more than one class on the same day, as long as the machine and rider meet the requirements of the class.
6. A rider must actually start **\*an event** to be considered a participant.

## E. Youth Riders and Eligibility

WARNING: Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use motor vehicles.

The American Motorcyclist Association does not test the skill of individual participants in AMA sanctioned standard events, nor does the Association license amateur competitors or judge rider competence. Participants are solely responsible for their own safety.

Unless otherwise provided for in this section, the rules of amateur competition also apply to youth meets.

### 1. Youth General

- a. To compete in a youth meet, an AMA member must be no younger than seven years of age (except in the 0-51cc class, as described below) and no older than 16-years. The referee or clerk of course may ask to see any rider's proof of age at sign-in. Proof of age must be available at all area qualifiers, youth and amateur regional meets and the national amateur championship races.
- b. Parents, legal guardians or authorized adults must remain present at all times during the participation of an AMA member in any AMA sanctioned youth meet.
  - (1) To authorize a minor to compete, parents, legal guardians or authorized adults must sign below the rider's signature on the entry form.
  - (2) The notarized authorization signed by the rider's parents or legal guardians giving responsibility to authorized adults must be kept on file with the rider's release form.
- c. The rider must be large enough and mature enough to control his 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 cannot safely control his/her ATV/motorcycle/minicycle.
- d. A rider's age on January 1 will determine their age for remainder of the year. A rider may move to the next higher age class within the youth division only if they will be eligible to do so at any time during the year. Once a rider moves to the next higher age class in AMA or non-AMA competition, they may not move back to the lower age class. Riders are encouraged to determine at the beginning of the points season/year, in which age class they will participate for the points season/year. Points earned in a lower age class will not transfer to the higher age class.

### 2. Youth Entries

- a. When youth and amateur events are being run on the same day at the same location, youth entrants would

be eligible to enter a maximum of three classes for the day.

- b. A youth entrant may use the same machine in both youth and amateur events on the same day as long as the machine meets the engine displacement of the class entered. Where District numbering systems are in effect, proper numbers must be displayed on the machine.
3. Points-Riders are eligible to receive District points in youth classes. Additional points programs may be established by the recognized District organization. A sample points chart is located in the appendices. The American Motorcyclist Association does not inspect vehicles used in AMA sanctioned competition. Participants are solely responsible for the condition of their vehicles and their competence to operate them.

**WARNING:** Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use motor vehicles.

## SECTION 4.2 ATV EQUIPMENT

*Special Note: The American Motorcyclist Association does not inspect vehicles in AMA sanctioned competition. Participants are solely responsible for the condition of their vehicles and their competence to operate them.*

### A. Approval of All-Terrain Vehicles (ATV)

1. ATVs used in stock class competition must be approved by the AMA. Modified classes will run as indicated in the General Equipment Standards section.
2. For an ATV to be approved, the manufacturer must apply to the AMA, register the machine's specifications, provide photographs and prove that 100 identical, completed machines of the same model are available for sale to the general public at multiple dealer showrooms throughout all six AMA regions. AMA staff will verify production requirements. Application forms for ATV approval are available from the AMA. The approval procedure for the following model year will open August 15 and must be completed no later than the following March 15. An approved list of ATVs will be made available by March 15 (Youth and Adult) on the ATVA/AMA Website and printed in the Official AMA/ATVA publications in the spring.
  - a. Manufacturers and distributors must have a sufficient quantity of spare parts to meet customer demand for a minimum of the current model year being approved. Any parts determined to be inadequate in design or construction may be upgraded by the OEM approval process, as defined by the AMA staff, and must be submitted no later than June 15 of the model year. AMA may require one unit of each approved model and/or upgraded part(s) to be provided for long-term parts comparison.
3. A list of currently approved models is available at [www.amaracing.com](http://www.amaracing.com).

### B. Stock Class Additional Equipment Standards

1. A list of currently approved models is available. To be eligible for a STOCK CLASS, the following cannot be changed or modified:

Air box (including lid)	Frame
A-arms	Fuel tank
Carburetor (jetting changes allowed)	Rim size
Electronics	Stroke
Exhaust system with spark arrester	Swingarm
Internal engine components	Wheel hubs

- a. Cylinder re-plating is allowed but must retain the original manufacturer's bore.
- b. Changes to carburetor jetting are allowed.
- c. Clutch plates, pistons and piston rings may be aftermarket items as long as they maintain the stock shape, design and material of the OEM parts.
- d. High-compression pistons are not allowed.
- e. All other internal engine components must be stock OEM parts.
- f. Material may be added to the existing frame for strength, including welding. These changes shall not affect frame geometry.
- g. OEM front and rear suspension can be altered with internal modifications only. Shock linkage and suspension spring rates may be changed to any commercially available part.

Any items not listed above may be changed or modified.

Violations of the stock class rules as determined by the protest process or by the referee of the event will result in a disqualification from the event. A second violation of the stock class rules will result in a disqualification from the event and a suspension from AMA competition for one year. However, if a violation is deemed by the referee to be cosmetic in nature, with no performance advantage or willful misconduct involved, he may issue a warning or fine in lieu of disqualification.

- 2. To be eligible for stock classes that use oil-injection systems, only oil may be put in the reservoir. Pre-mix gasoline is not allowed in the oil-injection system.

### **C. General Equipment Standards**

Equipment used in sanctioned competition must meet the following standards, except as otherwise specifically provided for in this rulebook. When the rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same, so that the ATV components will perform safely in competition.

#### **1. Engines (Modified Classes)**

- a. All classes are considered modified unless stated otherwise. Classification will be according to the manufacturer's piston displacement specification for the make of ATV and/or engine. Motorcycles and ATVs must use the crankcases of the production engine. The use of sleeving, stroking or boring to change displacement classes is allowed. The actual displacement of a motor must be stamped on the side of the cylinder or engine case. The displacement of the ATV, motorcycle or minicycle may not exceed the class limit. The frame with which a rider has qualified may not be changed, though engines may be. Piston displacement may be measured using either of the following formulas:

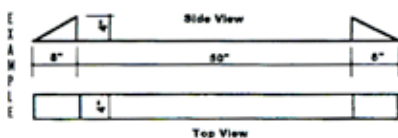
- (1)  $V = [\pi]R^2h$ ; 2 indicates the number is squared; ( $\pi$ ) is 3.1416; R is 1/2 bore; and h is the measured stroke.
- (2)  $V = B^2(.7854)(h)$ ; B is bore and h is stroke. (Bore X Bore X 0.7854 X stroke X number of cylinders.)

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).

- (a) Piston displacement specifications depend on the type of meet.
  - (b) Any crankshaft configuration may be used (180-degree firing, alternate firing, etc.).
  - (c) \*Superchargers **turbo and nitrous oxide kits** are prohibited.
- b. Open-class ATV hillclimb machines can use any ATV or motorcycle engine.
2. All ATVs must use petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814. All gas must be stored in approved containers.
  3. Width
    - a. The width of the ATV will be considered legal provided that the wheels do not lift the spreader bar off the ground with the ATV in normal ride height, as the ATV is ridden between the 50-inch-wide spreader bar.
    - b. For hillclimb the width is a maximum of 52".



4. Transmission
  - a. The gearbox is limited to the number of speeds of the approved ATV/motorcycle. However, machines originally equipped with fewer than six speeds may be increased to a maximum of six speeds.
  - b. All approved ATVs must be fitted with a transmission as catalogued and sold by the manufacturer of the ATV or motorcycle in question.
  - c. Specially fabricated clutch levers or pedals may be used. Clutch pedals must be rubber-covered.

- d. Special sprockets may be fabricated, but they must be made and attached in a safe and workmanlike manner. An extra sprocket cannot be mounted to the rear wheel.
- e. Starting systems may be removed, including kick lever, pedal, starter crank gear and starter shaft. Kick pedals must be of the folding type.
- f. There are no limitations on gearing. Full gearboxes are not required in sportsman and open class hillclimb meets.

## 5. Drain Plugs

On road-race and supermoto machines, crankcase and transmission drain plugs must be safety wired.

## 6. Brakes

- a. Brakes, when required, must be manufactured and installed in a safe and workmanlike manner.
- b. ATVs in all AMA competition shall have functional front and rear brakes unless the ATV was manufactured with just rear brakes. The machine must have all brakes as originally manufactured or better.
- c. A brake or braking device does not mean a compression release, although compression releases may be installed in addition to brakes.
- d. Special pedals must be rubber-covered.
- e. Brake ventilation is permitted.

## 7. Wheels and Axles

- a. Any type of wheel may be used in meets where brakes are not required.
- b. Aluminum wheel axles are permitted in ATV competition.

## 8. Frame

### a. General

- (1) ATV OEM frames in the stock and production classes may have material added for strength. These changes shall not affect frame geometry.
- (2) Frame parts must be manufactured in a safe and workmanlike manner, and any frame modifications also must be done in a workmanlike manner.
- (3) Titanium frames are not allowed.
- (4) Safety bars and stands must be removed except in cross-country type events.
- (5) Footrests and levers

- (a) All footrests must fold back at a 45-degree angle for at least 50 degrees of movement.
  - (b) Footrests must have a non-skid surface (knurled, serrated, rubber covered etc).
  - (c) The length of the footrest pivot point to the frame, engine or transmission must not exceed 2-inches and may not be lower than the crankcase or frame, whichever is lower.
  - (d) Once qualified for the meet, the machine's frame may not be replaced.
- b. For an ATV to be legal for the production class, the stock frame and ATV engine cases from the original ATV manufacturer of that make and model must be used. Only bolt-on components allowed.

## 9. Bumpers and Nerf Bars

- a. Suitable OEM floorboards or sidebars, known as Nerf Bars, are required either above or below the bottom frame rail in dirt track and motocross competition and are optional in all other forms of 4-wheeled ATVs. They must be of a closed-loop design and not extend beyond a point of widest dimension of the vehicle when measured with a straight edge touching the front and rear tires. The bars should be covered with a material so as to prevent the rider's feet from going below the bars. Webbing or plastic mesh are accepted materials. No sharp protruding or open tubing ends are allowed. The bars should be securely mounted (welded or bolted) to the frame.
- b. All front bumpers must be of a tubular design with no sharp protruding edges. Mud screens are permitted as long as no sharp edges are exposed.

## 10. Handlebars and Controls

- a. All ATVs must be equipped with a functional tether type mechanical kill device attached to the vehicle and to the rider so that the engine ignition is cut off at any time when the rider becomes separated from the ATV.
- b. Handlebars must be made of steel, aluminum, titanium or another material approved by the AMA. Repaired, cracked or broken handlebars are prohibited. Handlebar mounts may be altered.
- c. Control levers must have ball ends at least 1/2-inch in diameter.
- d. ATVs must be fitted with a self-closing throttle.

## 11. Front Suspension

- a. Front suspension must be adequate in strength and size for the ATV and its use.
- b. Fender brackets may be removed.

- c. A steering damper may be fitted in all types of competition.

## 12. Gas Tanks

- a. Except for ATVs used in hillclimb, speedway and observed trials, gas tank capacity must be between 5-liters (1.32 gal.) and 24-liters (6.34 gal.). The gas tank must be manufactured and mounted in a safe and workmanlike manner.
- b. Leaking gas tanks or fittings, as well as temporary makeshift repairs, are prohibited.
- c. Seat tanks are prohibited unless originally supplied by the manufacturer.
- d. Gas tank vent lines must have a device that prevents gasoline from escaping.
- e. The same size gas tank must be used during the entire meet, including qualification. During pit stops, gas tanks may not be changed instead of adding fuel to the original tank.

## 13. Fenders

- a. The front fender and the rear portion of the rear fender may be removed, or special fenders may be fitted. However, any special fenders must be mounted securely and safely.
- b. Rear fenders must extend at least to a vertical line drawn through the rear axle.
- c. The addition of streamlined parts, shells, housings, air foils, wings or other devices intended solely for the purpose of streamlining are prohibited.
- d. ATVs raced on ice in a studded class shall have stock-type fenders, or shall have fenders mounted directly above the front tires similar to that used for motorcycle ice racing, provided that the size of the fenders is equal to or greater than the stock variety.
- e. All glass must be covered or taped on hillclimb, mx, and dirt track ATVs.

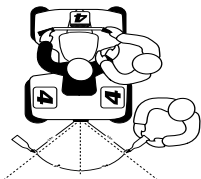
## 14. Chain Guards

- a. A guard must completely enclose the primary drive. (The counter-shaft sprocket and primary back drive are not considered parts of the primary drive.)
- b. A rear chain guard is not required.

## 15. Exhaust System (94 Db/A beginning 2011; see appendix 6.2)

- a. \*Exhaust system must be securely attached together and to the frame, and must remain in board of the riders' legs, either above or below the bottom frame rail, **and not extending past the upper frame rail or beyond the grab bar** when sitting on the ATV and must remain so until the end of the event.

- b. The discharge end of an exhaust system may not extend past the rear edge of the back tire, nor point so that it creates dust or interferes with the vision of another rider.
- c. Machines entered in all meets (except drag racing and land speed trials) shall have mufflers/silencers which do not exceed the maximum db(A) required by the state where the meet is being held or 99 db(A), whichever is less, measured at half maximum rpm per MIC manual SAE J1287 test at 0.5-meters (20-inches).



Meter to be the same height as a rearmost exhaust outlet

Microphone 0.5-meters=20-inches

- d. Machines entered in open and cross-country type events may not exceed 96db(A).
- e. Applicable sound test limits may not be exceeded at any time during an event. Testing by a club or promoter is required. The testing may be conducted at any time. Any machine not complying with applicable sound rules may be penalized.
- f. When required, spark arresters shall remain in place throughout the event.
- g. Items 15. a-f above applies to all entrants, including pro-licensed riders.

## 16. Tires

- a. The tread pattern of tires in scrambles, short track, dirt track, hillclimb and non-studded ice racing may be regrooved or cut, provided it is done in a safe and workmanlike manner.
- b. Recapped or retreaded tires are prohibited.
- c. No rubber or metal studs (or foreign materials) may be added to the tire tread, except for ice racing and hare scrambles studded classes.
- d. No paddle tires may be used for hillclimb or motocross.
- e. No liquid may be used as a primary tire filler.

## 17. Number Plates

- a. All ATVs in MX or TT competition must have a vertical number plate mounted to the front bumper and a rear grab rail number plate. In other forms of competition, the number plates are optional.
- b. Numbers shall be a minimum of 6" blocked numbers (no shading or outlining). The number plates and numbers shall be of contrasting colors, clear, legible

and have a professional appearance. All numbers must be the same.

- c. The number plates shall not be mounted to the handlebars for safety.
  - d. Wood or metal number plates are not permitted.
  - e. It is recommended that the rider put his number on back of his/her jersey or chest protector.
18. No electronic communication with the rider is permitted.
19. All riders should have a working, 2-pound minimum, BC-rated, fire extinguisher in their pit area.

#### D. ATV Equipment Inspection

- 1. The referee has the power to disqualify any ATV that does not conform to the rules, and he may inspect any part of an ATV entered in an AMA sanctioned meet. A machine that passes a pre-race inspection is subject to further inspection or protest at any time during the race program.
- 2. A rider who refuses to turn over their machine for inspection or measurement at the request of the referee or meet officials is automatically disqualified from the meet.

#### E. Competition Apparel

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 manufacturers or products. The rider must rely on his own judgment in the selection of any helmet and apparel for durability and safety.

- 1. A rider must wear a 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 utilize a shatterproof face shield or shatterproof goggles. The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval:

USA:	Snell M2005, M2010 or DOT FMVSS 218
Europe:	Regulation ECE 22-04, ECE 22-05 P'
UK:	BSI 6658 Type A
Japan:	JIS T 8133:2
Any of the FIM SFI approved certifications.	

It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device such as the Eject® helmet removal system.

It is recommended that all competitors display the following information on the base of the helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card inside the leathers and add any pertinent information such as epilepsy, diabetes, current medications and past medical problems.

- 2. Protective pants made of leather or other durable material and long sleeve jerseys must be worn in all competition. Protective pants and jackets (in short track and TT events,

shoulder pads with long sleeve jerseys may be used in place of a jacket) must be worn for road race, dirt track, short track, speedway and scrambles events.

3. When riding vests or jerseys are used for rider identification, there must be an 8-inch number on the back, and the jersey and number must be of contrasting colors. Contrasting-colored leather jackets may be worn in place of a vest. Long sleeves must be worn in all competition.
4. Boots must be worn in all meets. They must be at least 8-inches high with any combination of laces, buckles or zippers, or specially designed and constructed for leg and foot protection.

## SECTION 4.3

### ATV MEETS

*Special Note: The American Motorcyclist Association does not set engineering and design standards or inspect tracks used in AMA sanctioned standard events. Participants are solely responsible for their safety at AMA sanctioned meets and should assess their own ability to negotiate each individual track or course. Participants who doubt the competence of track officials, have concerns about the safety of the course, or their own ability to negotiate the course, or are uncertain about the condition of their vehicle, or doubt the competence of fellow competitors, should not participate and should request the return of their entry fee before competitive activity begins.*

#### **A. General Rules of the Meet**

For specific discipline race rules please refer to the appropriate section of this rulebook.

1. Every club, association, promoter, rider and all other persons participating in or connected with any meet are bound by these rules. Recognized Districts must submit any supplementary rules to the AMA for approval.
2. No stylized jumping contests will be allowed before, during or after AMA sanctioned events.
3. No gambling is permitted at any AMA sanctioned meet, and it is the responsibility of the promoter and referee to strictly enforce this rule.
4. Amateur riders may enter three classes per meet. See section 4.1 D2a for youth eligibility.
5. At any meet, except speedway and sidecar events, the following applies: The machine must meet the class requirement for engine size. All classes need not be run in any given meet. However, all classes to be run must be listed on any advance advertisements. If there are five or more entries for any class, that class must be run. If there are more than five but fewer than 12 riders in each of any two consecutive classes, these classes may be run at the same time (for separate prizes). In any advertised class with fewer than five entries, the class must be run, scored and awarded but may be combined with a similar ability or equipment class. Sidecar entries must be a minimum of six AMA members and three sidecars. ATVs and motorcycles may not race or practice on the track or course at the same time (except in Hare and Hound).
6. As specified in Section 4.2, general equipment standards, ATVs must be equipped with mufflers. Meets should be advertised as muffled to promote good community relations.
7. With AMA permission, a standard meet may run in conjunction with a professional meet. At meets where spectator admission is charged, an entry fee may be charged in addition to the admission fee.
8. At meets where the promoter is supplying medical insurance for the riders, he/she may collect an additional

fee for this service. The promoter must display at sign up a sign stating, RIDER MEDICAL INSURANCE TODAY, in 3-inch letters. All other meets should be recognized as not having rider medical insurance.

9. In addition to the classes described in this rulebook, promoters may organize, advertise and conduct stock classes in any type of AMA competition. Stock ATVs (as described in Section 4.2) are subject to inspection, and any deviation will result in the machines being assigned to other categories or disqualified.
10. AMA Grand National, Superbike or Pro Expert licensed riders are not eligible to enter any Amateur National Championship meet (except in enduro).
11. A rider who earns a national number may begin using the number immediately and until the succeeding year's event where the national number was earned.

## **B. Youth - General Rules of the Meet**

1. Youth meets must be conducted according to the rules in this rulebook. Any variations are not allowed without the written permission of AMA Racing.
2. All classes to be run at a meet must be listed in advance advertising and posted in a prominent place at the entry desk. All classes advertised must be run if there are five or more riders for that class. When there are fewer than five riders, they may be advanced to the next higher class and scored separately. If there are more than five but fewer than 10 riders in each of two consecutive classes, the two classes may be run at the same time (for separate points and trophies).
3. In classes with 10 or fewer riders, at least two trophies must be awarded. An additional trophy should be added for every five additional riders in the class. No more than five trophies need be awarded in any given class.
4. Two riders may use the same machine, provided they are entered in different classes (such as an 90cc stock machine ridden in the 90cc production and modified class).

**WARNING:** Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use motor vehicles.

## **C. Race Rules**

For specific discipline race rules please refer to the appropriate section of this rulebook.

1. No one except riders officially entered may ride or practice on any portion of the course the day of the meet. If a course includes public roads, a rider may travel those roads necessary to reach the starting area.
2. In an enduro, hare and hound or hare scrambles, anyone who lays out the course, marks it or who in any way may have an unfair advantage through his involvement in organizing the meet is prohibited from competing. Except for an official parade lap or in an official event, no competitor will practice ride or survey the course by any

means (e.g., mountain bike, horseback, airplane, by foot, etc.) at any time prior to the start of the meet. If they do, they will be adjudged as having an unfair advantage and will be excluded from the meet.

3. The machine the rider brings to the starting line for his first heat or moto is considered the qualified machine for that day's meet in that class.
4. Practice or warm-up is limited to the designated area identified by the organizer. Competitors riding, or allowing their machines to be ridden, outside these boundaries will be excluded from the meet.
5. A rider must be ready when called to the starting area. If not ready, he is allowed 2-minutes after the starter's call to make minor repairs. Afterward, if he still is not ready, he is excluded from the event. Once an alternate rider has been called to the starting line by the referee, he will not be removed unless disqualified for some infraction. No alternate rider will be placed in an event once it has been initially started by the starter. Additionally, alternate riders may not be placed in an event that must be restarted. Any rider may ask for 2-minutes to make repairs, but the additional time will not prevent the disqualification of another rider who has used the 2-minute limit.
6. Starting methods for dirt track, short track and scrambles: See Track Racing Meets Section 3.3.
7. Meets on closed circuits less than 1-mile long-except road-race, motocross, trials and scrambles will run in a counter-clockwise direction. Under no circumstances may anyone ride a machine in the wrong direction on the track. For this offense, the referee may suspend a rider for the event or for the entire meet.
8. The lead rider must try to stay as close to the inside of a turn as is practical. A rider overtaking another must pass on the outside, unless the rider in front is far enough from the pole to make it safe to pass on the inside. A rider passing on the inside is responsible for any foul that results. After passing on the outside, a rider may not move to the inside unless he has a lead of at least two bike lengths; the penalty for cutting off another rider can be disqualification. None of this rule applies to motocross.
9. A rider whose machine is disabled before reaching the finish line may, under his own physical power, push or carry his machine (in the direction of the track) across the finish line to receive the checkered flag. Provided he completes at least 50 percent of the number of laps as the winner, a rider who finishes in this manner will be considered as having completed the event.
10. If a rider stops for any reason during an event, he must restart without any outside assistance. However, if a rider falls, blocking the course and endangering other riders, he may receive help or have his machine pushed off the course. An attempt to help under any other situation will result in the rider's disqualification.

11. A rider leaving the course must re-enter at the same point or at the first point where he can safely do so without interfering with other riders and without gaining an advantage. Failure to do so will result in the rider being penalized a minimum of one finishing position for that event.
12. A competitor who rides in a way that endangers officials, other riders or the public will be subject to immediate disqualification from the meet by the referee.
13. Riding in a prone position is prohibited. The penalty is disqualification.
14. When entering or leaving the pits, a rider must use designated entrance and exit lanes. Failure to do so may result in disqualification.
15. The referee may decide the maximum number of riders who start any event. Starting riders will be those who qualify as a result of time trials or qualifying heats. If heat races are used, a rider must start a heat to qualify for the final event.
16. All AMA rules apply to ATVs as well as motorcycles, as defined in this ATV chapter or Supplemental-rules. All class structures should be based on the ATV Chapter listings. ATV age restrictions must be followed.
17. All engines used in sanctioned competition must be production model ATV engines or single-cylinder production model motorcycle engines available for sale to the general public. The complete engine that a rider has qualified with may be changed, providing that it is replaced with an engine of the same make, model and displacement. Repairs may be made or parts replaced as necessary during a meet.
18. A minimum 6-inch space between vehicles must be provided on the starting line. No sharing of a single gate.
19. Starting positions are not transferable from one rider to another.
20. In Cross-country meets, ATVs with piston displacement of 200cc or less may be started in mass, shortly after the mass start of the ATVs with larger piston displacement.

#### **D. Flags**

Flags, measuring 30-inches by 30-inches, have the following meanings:

1. Green-start of race.
2. WHITE-one lap to go until finish.
3. YELLOW-caution. When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag. In motocross when a yellow flag is displayed there is no passing or jumping between the flag and the incident that caused the yellow flag. Failure to do so may result in the rider being docked

from one finishing position all the way to disqualification from the event, subject to the referee's discretion.

4. BLACK with 1-INCH WHITE BORDER-disqualification of a rider. That rider must report to the referee at once.
5. LIGHT BLUE with DIAGONAL YELLOW STRIPE-indicates you are about to be overtaken by faster riders. Hold your line and do not impede their progress.
6. WHITE with RED CROSS-indicates that ambulances, safety vehicles or emergency personnel are on the course. EXERCISE caution. In motocross, Arenacross, etc., should this flag (red cross) be displayed, riders will slow down, maintain position with no passing or jumping until past the incident. Failure to do so may result in the rider being docked by one finishing position up to disqualification from the event, subject to the referee's discretion.
7. YELLOW with THREE RED STRIPES-oil on the track at that location. (2-inch red stripes are perpendicular to the shaft of the flag.)
8. BLACK and WHITE CHECKERED-end of race. (Checks are 5-inches square.)
9. RED-stopping of a race for any emergency situation.

#### **E. Scoring**

1. An AMA approved scoring system must be used.
2. Each rider is entitled to examine his score or scorecard with the head scorer or referee.
3. No official announcement of race winners may be made until all checks have been examined and the head scorer approves the cards. Official results are declared final if no rider requests a recheck within a 1/2-hour after they are posted. The final results posted at the end of the 30-minute protest period may not be altered except by the AMA or the appeal process.
4. It is the rider's responsibility to ensure number legibility. If a rider appeals his score and the numbers are not properly displayed, a protest will be disallowed. There will be no exceptions to this rule.

#### **F. Claiming**

Vintage and ATV class equipment will be excluded from the claiming rule.

#### **G. Recognized Classes for ATV Competition Events**

For specific discipline race rules please refer to the appropriate section of this rulebook.

1. For an ATV to be eligible for the stock or production classes, the machine must comply with the approval rules within in the ATV chapter.
2. Any rider on an ATV who violates an age restriction in an AMA sanctioned event shall receive a one-year (12-month) suspension. A rider's age on January 1 will determine his/her age for the year. However, a rider may move to the

next higher age class once he/she has attained the stated minimum age for that class. Participants must have attained the stated minimum age before being eligible to compete in any class.

3. Amateur 4-wheel (**\*15**-years and older). The below classes may be offered as A, B and/or C.

**a. *\*In order for a 15-year-old to be eligible for amateur 4-wheel classes, the rider must meet the following criteria: With rider in normal riding position with hands on the handlebars, there must be a bend in the elbows, fingers must reach all control levers. A rider in a standing position on foot pegs must have 3-inches of space between seat and rider inseam.***

Class	Engine size	Engine type
1: 265cc 2-stroke	91cc – 265cc	2-stroke
2: 265cc – Open, 2-stroke	265cc – open	2-stroke
3: 450cc 4-stroke	91cc – 450cc	4-stroke
4: 451 – Open, 4-stroke	451cc – open	4-stroke
5: 450cc 4-stroke Production	91cc – 450cc	4-stroke
6: Open 4-stroke Production	451cc – open	4-stroke
7: 200cc/300cc	91cc – 200cc	2-stroke
	91cc – 300cc	4-stroke
8: Open 2-stroke	91cc – open	2-stroke
9: Open 4-stroke	91cc – open	4-stroke
10: Open	91cc – open	2-stroke
	91cc – open	4-stroke
11: Stock Open	91cc – open	any
12: Utility Open-originally equipped with racks	91cc – open	any
13: Women's	91cc – open	any
14: 16-24 yrs	91cc – open	any
15: 25+ yrs	91cc – open	any
16: 30+ yrs	91cc – open	any
17: 40+ yrs	91cc – open	any
18: 50+ yrs	91cc – open	any

## H. Youth Engine Classes and Age Groups

1. Youth classes may not exceed the maximum listed class displacement.
  - a. With rider in normal riding position with hands on handlebars, there must be a bend in the elbows, fingers must reach all control levers. A rider in a standing position on foot pegs must have 3-inches of space between seat and rider inseam.
  - b. ***\*Reducing the engine displacement to meet class limits is not permitted. (no downsizing)***
  - c. Youth 4-Wheel Classes

Class	Age requirement	Engine size	Engine type
1: 50cc Stock	4 – 8 yrs	0cc – 50cc	2-stroke
		0cc – 50cc	4-stroke
Maximum width 41". Maximum wheelbase 41". Maximum suspension travel 4".			

Class	Age requirement	Engine size	Engine type
2: 50cc Stock	6 – 8 yrs	0cc – 50cc	2-stroke
		0cc – 50cc	4-stroke
3: 50cc Production	6 – 8 yrs	0cc – 50cc	2-stroke
		0cc – 50cc	4-stroke
4: 70cc Stock	6 – 11 yrs	0cc – 70cc	2-stroke
		0cc – 70cc	4-stroke
5: 70cc Modified	6 – 11 yrs	51cc – 70cc	2-stroke
		51cc – 70cc	4-stroke
6: 70cc Production	6 – 11 yrs	<b>*0cc</b> – 70cc	2-stroke
		<b>*0cc</b> – 70cc	4-stroke

Class	Age requirement	Engine size	Engine type
7: 70cc CVT Production	6 – 11 yrs	51cc – 70cc	2-stroke
		51cc – 70cc	4-stroke
CVT belt driven			

Class	Age requirement	Engine size	Engine type
8: 90cc Stock	8 – 15 yrs	71cc – 90cc	2-stroke
		75cc – 125cc	4-stroke
9: 90cc Production	8 – 15 yrs	71cc – 90cc	2-stroke
		75cc – 125cc	4-stroke
10: 90cc Modified	8 – 12 yrs	71cc – 90cc	2-stroke
		75cc – 125cc	4-stroke
11: 105cc Modified	13 – 15 yrs	71cc – 105cc	2-stroke
		75cc – 150cc	4-stroke

Class	Age requirement	Engine size	Engine type
12: 90cc CVT Production	8 – 15 yrs	71cc – 90cc	2-stroke
		75cc – 125cc	4-stroke
CVT belt driven			

Class	Age requirement	Engine size	Engine type
13: 126cc Auto-Clutch	8 – 15 yrs	75cc – 126cc	4-stroke
Auto Clutch			

Class	Age requirement	Engine size	Engine type
14: Youth Production	13 – 15 yrs	91cc – 200cc	2-stroke
		91cc – 300cc	4-stroke
No downsizing to meet the class limit (this class only)			

Class	Age requirement	Engine size	Engine type
15: Senior Youth Production	<b>*14</b> – 17 yrs	201cc – 400cc	4-stroke

# Chapter 5

## OFFENSES, PENALTIES, PROTESTS, APPEALS & HEARINGS

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## **A. General Information**

1. By participating in an AMA meet, each participant acknowledges and agrees to abide by the AMA's rules and procedures, including those related to release and waiver of liabilities and claims. In addition, riders are deemed responsible for the actions of their families and crew members. All parties involved in AMA competition 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 competition privileges.
2. Through its protest and appeal procedures, the AMA provides a system of administrative review in the event of disputes that are eligible for such review. The goal of the AMA's protest and appeal procedures is to assure fair and consistent enforcement of rules and objective review of protests and appeals lodged by or against participants.
3. Any current AMA member who has been denied the right to participate in an AMA sanctioned meet may request reconsideration via the AMA national office using the AMA appeal process.
4. Any participant who is fined under these rules will be deemed suspended from all AMA sanctioned activities until the fine is paid. The fined party is entitled to a receipt upon payment. Fines and other disciplinary actions levied by meet officials or by the AMA must be explained to the participant and noted in the referee report.
5. Any participant under suspension, or otherwise disciplined under these rules of competition, may be placed on probation or reinstated by the AMA.
6. Only professional video from an accredited journalist/ videographer will be allowed as evidence in Protests and Appeal Hearings.

## **B. General Offenses And Penalties**

1. This section outlines actions that are deemed to be detrimental to the sport of motorcycle competition and may result in a range of disciplinary actions.
2. Unless otherwise specifically provided for in these rules, the referee may disqualify any rider, crew member or family member from a race meet for violation of these rules, insubordination or other actions deemed in the sole discretion of the referee to be detrimental to the race meet and the sport. Such disqualification includes the loss of any rights with regard to the event in question and may result in expulsion from the meet site. In addition, the referee is empowered to levy fines of up to \$50 and to recommend to the AMA that further disciplinary actions be taken. The referee may also disallow use of a motorcycle determined by the referee to be illegal under these rules.
3. Unless otherwise specifically provided for in these rules, the AMA is empowered to suspend any rider, crewmember

or family member for a period of 15 days to an indefinite suspension for violation of these rules, insubordination or other actions deemed, in the sole discretion of the AMA, to be detrimental to the sport. The beginning and ending dates of any such suspension will be determined by the AMA. The minimum suspension for a second offense of a similar nature shall be six months. In addition, the AMA is empowered to levy fines of up to \$100.

4. Any supplemental-rules, regulations, instructions or procedures established by the AMA for the purpose of implementing, interpreting or enforcing these rules will be deemed to be part of the rules.
5. The following offenses are subject to disciplinary action by the referee and/or the AMA. This list is provided as guidance to competitors but does not restrict the AMA from invoking penalties for other actions detrimental to the sport that are not specifically contemplated herein.
  - a. In any way attempting to gain an unfair advantage.
  - b. Falsifying one's name, age or ability level, practicing without officially signing up, or competing or attempting to compete under false pretenses. The penalty for riding in a lower classification than entitled (e.g., an A class rider competing in the B class) shall be a fine and a suspension of up to one year.
  - c. Entering and competing on a machine in a class that the machine was not of the same basic design and materials of the approved model for the class entered. For example: in motocross, if a 250cc is entered in the 251cc-Open class, the rider will be disqualified from the event and may be suspended for up to one year.
  - d. Failing to attend mandatory riders' meetings.
  - e. Riding in such a manner as to endanger the life or limb of others.
  - f. Failing to immediately respond to a black flag or other signals from officials.
  - g. After leaving the track during a competition, failing to re-enter at a point as close as practical to the point at which the rider left the track, and in so doing gains an unfair advantage.
  - h. Receiving any form of prohibited outside assistance, including, but not limited to, receiving radio transmissions while in competition.
  - i. Causing a race to be stopped. At the referee's discretion, a rider judged to have caused a red flag may be excluded from restarting the event.
  - j. Abetting or knowingly engaging in a race in which the result is "fixed" or prearranged.
  - k. Giving, offering or promising, directly or indirectly, any bribe in any form to any person in an attempt to

circumvent AMA rules or procedures or to otherwise gain an unfair advantage.

- l. Accepting or offering to accept any bribe in any form from any person in an attempt to circumvent AMA rules or procedures or to otherwise gain an unfair advantage.
- m. Wagering on the outcome of any AMA sanctioned competition.
- n. Knowingly entering or starting competition with a motorcycle that has been disqualified or is ineligible for the class entered, or competing on any machine other than the one on which the rider qualified.
- o. Changing the specifications of a motorcycle that has already been admitted for competition and/or inspected.
- p. Refusing to submit a machine or component (including fuel) for inspection, measurement or testing. Such refusal will result in the forfeiture of all points, prizes and rights at the race meet in question, plus a fine and one-year suspension.
- q. Failing to comply with various AMA claiming rules.
- r. Refusing to provide a factual statement regarding an item under appeal when requested by the AMA or a party to the appeal, or interfering in any way with the AMA's protest and appeal procedures in order to hinder the process or influence the outcome.
- s. Attacking an AMA or meet official or engaging in a fight. This includes any person and any incident anywhere on the premises prior to, during or after an AMA sanctioned meet. The penalty for such violations shall be a fine of up to \$100 and an indefinite suspension pending review by the AMA.
- t. Engaging in any unfair practice, misbehavior or action deemed by the referee or the AMA to be detrimental to the sport.
- u. Conspiring with others to violate any of these rules.

### **C. Equipment Offenses And Penalties**

1. This section deals with violations of equipment regulations. Regardless of a motorcycle passing prior inspections, compliance with all applicable equipment rules must be made at all inspections.
2. Any motorcycle found to be in violation of equipment rules may be assumed to have been in violation for the entire race meet. In permitting a motorcycle to practice and/or compete, race officials do not warrant that motorcycle's adherence with the AMA rules. Riders are responsible for any violation of equipment rules involving their motorcycle.
3. Under the direction of the meet referee, motorcycles or components may be impounded following an event to

allow for detailed or independent inspection and testing directed by the AMA.

#### 4. Penalties

- a. On the day of an event, and at the discretion of the meet referee, any or all of the following penalties may be administered:
  - (1) Disqualification.
  - (2) Total or partial loss of points and awards/prize money from the meet.
  - (3) Fine of up to \$50.
  - (4) Recommendation of further action by the AMA.
- b. Based on review of an event and/or recommendations of the referee, the following penalties may be administered by the AMA:
  - (1) Disqualification.
  - (2) Fine of up to \$100.
  - (3) Probation.
  - (4) Suspension.

#### D. Protests

1. There are three types of protests:
  - a. Visual protests relate to motorcycles and components where compliance or noncompliance can be confirmed visually.
  - b. 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.
  - c. All other protests will be defined as administrative.
2. Unless specifically excluded herein, riders may lodge protests on any matter regarding an event in which they were a participant. Such matters may include, but are not limited to, the conformity of a machine or the eligibility of a rider.
3. Each protest must be made separately and in writing, signed by the protesting rider. Each protest must specify the violation of AMA rules or procedures that is alleged, and must be accompanied by the appropriate filing fee.
  - a. For each protest, \$50 per item or component protested.
  - b. In addition to the protest fee(s), the following teardown fees will apply for a technical protest requiring measurement or teardown of an engine:
    - (1) 2-stroke: \$100.
    - (2) 4-stroke: \$250.



14. The referee may call for the inspection of any machine or component, including fuel, at any time.
15. When a protest involves fuel, the losing party must pay all laboratory costs for fuel analysis. If the protest is upheld, the protester is refunded all fees and the protested party must reimburse the AMA for all laboratory costs.
16. Protests lodged at any event, where AMA District or AMA points are paid, and not resolved at the event, shall be submitted to AMA within 72-hours of said event. In addition, the referee shall call and mail denial of protest to the protestor and submit protest funds along with copy of original protest to AMA in the same time period.

## **E. Appeals**

1. The AMA's process of administrative review provides two levels of appeals:
  - a. First Appeals: Items that may be appealed include the decision of a referee on a protest and the imposition of penalties by a referee and/or the AMA.
  - b. Final Appeals: Appeals against the results of a First Appeal.
2. Items which may not be appealed include:
  - a. Protestable items for which no protest was lodged.
  - b. In general, appeals cannot be accepted related to matters for which no remedy is available (for instance, no appeal will be heard if the only means of remedy would be to re-run an event) or in which the AMA has already rendered a decision.
3. All appeals must be in writing, accompanied by the appropriate fee and signed by the appellant. The appeal must specifically state the date and location of the sanctioned meet, the elements of the matter being appealed and the grounds for the appeal. The appeal may be filed with the referee at the meet or submitted to: AMA Racing, 13515 Yarmouth Dr. Pickerington, OH 43147. Fax: (614) 856-1921. Accepted delivery methods are facsimile transmission, United States mail or an express delivery service of the appellant's choice.
4. The appellant is solely responsible for timely delivery of the appeal, appeal fees and related documentation to the AMA.
5. Appeals must be received by the AMA before the close of business (5:00 p.m. Eastern time) on the fifth business day (Monday through Friday) after the ruling or incident under appeal.
6. A filing fee of \$250 (\$500 for National events) must accompany an appeal. Filing fees will be refunded only if the appealing party prevails. Laboratory fees for fuel testing must be paid by the appealing party and will be refunded only if the appealing party prevails.

7. Both AMA and the appealing party are responsible for producing the following within 10 working days of the decision/incident being appealed and the AMA is responsible for distributing all such information to the appellant in a timely manner:
  - a. Copies of all written statements that will be offered as evidence at an appeal hearing.
  - b. A list of all witnesses to testify during the appeal hearing.
8. As soon as practical, AMA will review all materials submitted and take one of four initial actions:
  - a. Rule in favor of the appealing party, take appropriate remedial action and refund the filing fee.
  - b. If the matter appealed is a dispute between two parties, mediate the matter in an effort to reach an agreement between the parties; but failing to do so, convene an appeal board. (For these purposes, a "dispute" exists only if one party has filed a formal protest against the other. Having material interest in an appeal, e.g. being in a position to gain or lose money or points as a result of the outcome, does not constitute a dispute.)
  - c. Convene an appeal board.
  - d. Deny the appeal.
9. The time and place of hearings will be set by AMA. The appeal hearing will be convened as soon as practical and barring unforeseen delays will be held no more than 30 days after the ruling/incident being appealed.

## **F. Appeal Hearings**

1. First and Final Appeal Board hearings may be conducted in person or via telephone conference.
2. Each appeal board will consist of three persons with no material interest in the matter. Selection of the appeal board members is at the discretion of AMA, which will make every effort to assure a fair and impartial hearing.
3. AMA Racing staff or designee will serve as non-voting chairman of appeal hearings.
  - a. First Appeal Boards will include two members of the Off-Road Division of AMA Congress, plus one member of the AMA staff or another qualified party selected by AMA.
  - b. Final Appeal Boards will include three members of the Off-Road Division of AMA Congress.
  - c. In no case will the same person sit on both a First and Final Appeal Board considering the same situation.
  - d. If it is impractical to constitute a First or Final Appeal Board as outlined above, alternate Appeal Board members may be appointed subject to the approval of the Chairman of AMA Congress.

4. No evidence or other information will be given to the Appeal Board members in advance of the hearing, and AMA will not announce the composition of the Appeal Board in advance of the hearing. Any effort by any party to unfairly influence a member of an Appeal Board may result in disciplinary action. For these purposes, any effort to discuss the matter under appeal prior to the hearing will be considered an attempt at influencing the Appeal Board member. It is the responsibility of all Appeal Board members to immediately report any such attempt at “tampering” to AMA.
5. AMA will confirm the time and place of all hearings in writing to the appealing rider and to the parties to any original protest. Such notice is to be made at least 10 days before the hearing (five days for Final Appeals) unless the appealing party agrees to shorter notice. Formal written notice will be deemed to have been given when mailed to the appealing party at the most recent address provided to the AMA. The AMA will make every effort to verbally confirm the time and place of the hearing.
6. Availability for the hearing will be the responsibility of the involved parties. If the appealing party fails to participate, the Appeal Board may go forward with the hearing. In the event of a documentable emergency on the part of the appealing rider, the hearing may be delayed at the discretion of the AMA.
7. The appeal hearing will be informal and formal rules of evidence will not apply. The following guidelines for conduct will, however, be enforced:
  - a. The chairman and members of the Appeal Board may at any time ask any questions they deem appropriate.
  - b. All parties involved in the appeal will be expected to provide full cooperation to the members of the Appeal Board in establishing pertinent facts and gathering information.
  - c. All comments from parties involved in a dispute will be to the Appeal Board members. No debate between disputing parties will be allowed.
  - d. The appeal hearing will be a closed meeting with attendance restricted to the following: The chairman, the members of the Appeal Board, the party or parties directly involved in the appeal and their witnesses. Subject to the approval of the chairman, non-participating observers may also be admitted.
  - e. Any party to a matter under appeal may request a written statement from any AMA official or member believed to have relevant information. Refusal by any AMA official or member to provide a statement or testimony when requested may result in disciplinary action as provided for in these rules.
  - f. Any party who fails to comply with these guidelines for conduct will be asked to leave the meeting and may be subject to disciplinary action.

8. The following order of business will be followed at appeal hearings:
  - a. Introductions and summary of matter under appeal.
  - b. Presentation of written and oral testimony, with the party in a “defense” posture presenting its evidence last.
  - c. Questions from the chairman and Appeal Board members.
  - d. Closing statements, again with the party in a defensive posture going last.
  - e. After all evidence has been presented, the Appeal Board will go into executive session to consider its decision. The chairman may, upon the request of at least two members of the Appeal Board, be present as a consultant to this process. During its executive session, the Appeal Board may, upon the request of at least two of its members, recall parties or witnesses for follow-up questions.
  - f. It is the responsibility of the Appeal Board to rule on the matter at hand within the context of existing AMA rules and regulations. Appeal Boards are encouraged to make recommendations regarding such rules and regulations but have no power whatsoever to waive or modify AMA rules.
  - g. Any recommendation from an Appeal Board that involves any type of disciplinary action involving a third party, for instance an AMA District, promoter or affiliate promoter or club, is subject to review by the AMA Board of Directors or staff as called for under the AMA Code of Regulations.
  - h. Decisions of the Appeal Board will be by simple majority. An Appeal Board (First or Final) can rule in favor of or against the Appealing Party. They may choose to uphold or modify any penalties levied within the guidelines of the AMA Racing Rulebook.
  - i. Upon reaching a decision, the Appeal Board will inform the chairman, who will assist in drafting the board’s formal statement.
  - j. Upon completion of the Appeal Board’s formal statement, the appeal hearing will be reconvened and the chairman will read the statement.
  - k. The hearing will be adjourned.
9. If the Appeal Board members do not feel they can make a decision based on the evidence available at the appeal hearing, they will have up to seven days to conduct further investigations and reach their decision. If no decision has been reached within seven days of the appeal hearing, the Appeal Board will be dismissed. At that point, the AMA must either mediate a resolution to the appeal or convene a new Appeal Board.

10. The AMA will reimburse actual expenses incurred by members of the Appeal Board. Parties and witnesses will not be entitled to any such reimbursement.
11. If an appeal is upheld, the appealing party will be refunded their filing fee(s). If an appeal is denied, the fees will be retained by the AMA to defray costs.
12. While appealing a suspension, a rider may continue to compete in AMA events. However, this privilege may be denied at the sole discretion of AMA if the suspension is related to an offense involving drugs or alcohol, for riding in such a manner as to endanger the life or limb of others or for fighting.
13. The participants to a First Appeal agree that the determination of the Appeal Board is appealable only to an AMA Final Appeal Board. The participants to a Final Appeal agree that the determination of the Appeal Board is final, binding, and not appealable to the AMA or any court. The participants to any protest or appeal further agree that the protest and appeal procedures provided herein by the AMA are the exclusive method for the resolution of any disputes and renounce the right to pursue recourse to any arbitrator, court or other tribunal not provided for in these rules. Any attempt to do so may result in disciplinary action being imposed by the AMA. Said disciplinary action may include the permanent suspension of the appellant's AMA membership and all privileges related to that membership, including but not limited to the privilege of participating in AMA sanctioned competition.
14. Publication of protests, appeals, and the interim and final results of said protests and appeals—in news releases, in American Motorcyclist magazine and other publications, on the Internet and through any other media—is expressly agreed to by the participants to any protest or appeal. The participants further agree that they shall not bring a cause of action against AMA, its directors, trustees, officers, employees, Congress Delegates, agents and assigns as a result of such publication.



# Chapter 6

## Appendices

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## APPENDIX 6.1 POINTS AND PRIZES

### A. Standard Meets

1. In all standard meets (other than the A level classes), prizes are limited to trophies and contingency merchandise only. The B, C and Youth class riders may receive only trophies, merchandise or dealer checks/certificates.
2. At the promoter's option, prizes in the A level classes may include money (or certificates that can be exchanged for money) up to a total purse of \$3,000. Trophies may also be awarded. Merchandise prizes may be offered and included in the advertised purse, but must be noted as such. The division of prize money is up to the promoter, but no one rider may receive more than 30% of the total purse.
3. Awards are given only for final or consolation events. No trophies or awards may be given for practice sessions.
4. The AMA will not grant multiple sanctions to increase prize money.
5. The distribution of prizes must be posted before the event.

### B. Prizes – Pro/Am Meets

Prize money at Pro/Am meets must exceed \$3,000 minimum and may include class or classes for professional riders. Full amateur and youth classes may be included.

### C. Points

Rider classification is established at the District level on the basis of participation and achievement in competition. A recommended rider performance evaluation system is available from the AMA. Season-end championship points should be kept separately from performance points to avoid the promotion of a rider who generates points based on quantity of rides rather than successful participation.

**NUMBER OF PARTICIPANTS III EVENT**

FINISH 2 to 4				5 to 20			Over 20		
FINISH	2 to 4	5 to 20	Over 20	FINISH	5 to 20	Over 20	FINISH	5 to 20	Over 20
1st	10	20	30	11th	4	10			
2nd	7	16	25	12th	3	9			
3rd	4	13	21	13th	2	8			
4th	1	11	18	14th	1	7			
5th		10	16	15th		6			
6th		9	15	16th		5			
7th		8	14	17th		4			
8th		7	13	18th		3			
9th		6	12	19th		2			
10th		5	11	20th		1			

Please see the national point schedule on the following page.

#### D. National Points

All national points will be awarded based on the following point schedule:

FINISH POINTS		FINISH POINTS		FINISH POINTS	
1st	30	8th	13	15th	6
2nd	25	9th	12	16th	5
3rd	21	10th	11	17th	4
4th	18	11th	10	18th	3
5th	16	12th	9	19th	2
6th	15	13th	8	20th	1
7th	14	14th	7		

## APPENDIX 6.2

### SOUND LIMITS AND TESTING PROCEDURES BEGINNING 2011

**\*\*Effective for the 2011 competition season\*\***

#### 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

2. 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	7,000 RPM	0cc – 85cc	4,000 RPM
86cc – 125cc	7,000 RPM	86cc – 125cc	4,500 RPM
126cc – 250cc	5,000 RPM	126cc – 250cc	4,000 RPM
251cc – 500cc	4,500 RPM	251cc – 500cc	4,000 RPM
501cc - open	4,000 RPM	501cc - open	3,000 RPM

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

Machines entered in all meets (except drag racing and land speed trials) shall have mufflers/silencers that do not exceed the maximum dB/A required by the state where the meet is being held or the prescribed dB/A above, whichever is less.

**\*\*Effective for the 2011 competition season\*\***

## Sound Test Procedures

### **A. Sound Test Equipment**

The sound level meter must be to international standard IEC 651 or American National Standards Institute (ANSI) S1.4-1983 specifications, 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 dB/A = 100 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 should not 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 center-line of the exhaust end and at the height of the exhaust pipe, but at least 8-inches above the ground. If this is not possible, the measurement can be taken at 45-degrees 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).

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

**\*\*Effective for the 2011 competition season\*\***

## APPENDIX 6.3

### PROMOTER DUTIES AND RESPONSIBILITIES

#### A. Promoter Duties

1. All conditions relating to entry must be contained in advertisements or on the entry application.
2. At all public motorcycle activities, the promoter must display in a conspicuous place the AMA Statement of Responsibility (see sample at the end of these rules) and a notice reading: "Spectators witnessing these events assume all risk of injuries or damages resulting there from."
3. The promoter must provide adequate fencing and other means of crowd control to protect spectators from injury during the meet.
4. Promoters must provide a sufficient number of police or marshals to keep the track and other restricted areas clear of spectators and to otherwise ensure safety.
5. At speed-oriented meets, dangerous obstacles must be removed from the course and surrounding area. Posts or trees along the course should be padded when appropriate. Outside fencing and guard rails that don't completely reach the ground, or any interruptions in fencing should be padded with hay bales or equivalent padding.
6. Promoters must take adequate measures to prevent dust on the track.
7. Promoters of speed-oriented meets, including associated practice, must have present at all times an ambulance capable of legally transporting injured persons, with an operating oxygen supply and attending physician or qualified first-aid personnel licensed by the county or state with jurisdiction. There must be at the starting line at all times an operating fire extinguisher with a 5BC minimum rating.
8. If an injury or the death of anyone associated with a sanctioned event occurs, the promoter must follow the reporting instructions as stated on the injury report. This includes the completed report mailed to the AMA within 24-hours after the injury occurs including names and addresses of persons involved, witnesses, how and when the injury occurred and type of injury. The promoter must also telephone the AMA immediately on the first working day following the event to report any accident involving fatality, serious injury (including burns), head injury (including prolonged unconsciousness), neck injury, paralysis, or serious back injury. All liability releases signed by the participant must be forwarded with the injury report.
9. A promoter must not make false announcements about a meet, advertise or otherwise provide information to the press or public that is incorrect or misleading.

10. All advertising must use the words AMA SANCTIONED and display the official AMA logo. The words “area, regional, national, District or state championship” may not be used without the appropriate AMA sanction or written permission.
11. The promoter must indicate in all advertisements that silenced exhaust systems are required.
12. The promoter is responsible for seeing that all AMA rules and regulations are enforced.
13. All riders must sign an entry application that includes the AMA release wording in full.
14. The promoter must exhibit at registration the official AMA sanction certificate and proof of insurance.
15. No reference to the consumption or serving of alcohol may be used in any advertising or literature for an AMA sanctioned meet.

## **B. Promoter Responsibilities**

It is the sole responsibility of the promoter to ensure compliance with all rules relating or directed to safety and to otherwise act to promote the safety of the meet. The AMA does not attend or in any way supervise meets and cannot undertake to determine safety aspects. It is the sole responsibility of the promoter to purchase the required liability insurance. If the required liability insurance is not purchased, the sanction for that day's meet will be declared null and void and rider points disallowed. A promoter refusing to meet the insurance requirements will lose his sanctions for the remainder of the year.

## APPENDIX 6.4

### OFFICIALS DUTIES AND AUTHORITIES

The American Motorcyclist Association does not train or certify officials who preside over AMA sanctioned standard competition events. Participants are solely responsible for their own safety. All officials must be members of the AMA.

#### A. Referee

1. The Referee is the principal officer of a meet, acting as general supervisor. He does not, however, carry out the duties of any other official. The Referee must be introduced at the rider's meeting and be available throughout the protest period. It is the promoter's responsibility to appoint a Referee who is well qualified. The **\*event** Referee may not compete in the meet.
2. The Referee's duties are:
  - a. To determine if any changes in the course are necessary.
  - b. To request the official sanction from the promoter and to post it at the registration area.
  - c. To determine if all other appropriate officials are present, and to ensure they are performing their duties properly.
  - d. To 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.
  - e. To provide for technical inspection of equipment used by the riders, and to bar any equipment that does not conform to standards.
  - f. To receive and decide all protests subject to appeal.
  - g. To decide on rider disqualifications, and disqualify any rider who violates any rules of the meet.
  - h. To make a full written 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 so required.
  - i. To set aside a properly enclosed location for engine inspection and measurement, and to have winning engines ready for measurement when the meet is completed.
  - j. To determine that liability insurance requirements have been met by the promoter.
  - k. Have the right to, or at the request of a participant, check the medical credentials and/or licenses of the ambulance personnel.

## **B. Starter**

1. The Starter's duties are:
  - a. To explain to riders all starting rules, including the meaning of flags.
  - b. To provide a complete set of flags, including the corner flags for use during the meet.
  - c. To assign Flagmen, as necessary, at various points on the course, and to instruct them on their duties.
  - d. To determine whether Scorers, Timers, Umpires, etc., are in place and ready before starting the meet.
  - e. To position riders on the starting line, start events, give halfway flags, last-lap flags and the finish flag.
  - f. To flag off the course any disqualified riders, and display any other signal flags as directed by the Referee.
  - g. To perform other duties assigned by the Referee.
  - h. In all starts the Referee and/or Starter shall have the power to decide what is a fair start. The Starter and/or Referee may declare a restart when:
    - (1) Two or more riders are down in the first lap.
    - (2) Conditions occur that endanger the lives of spectators or contestants and the event is not more than 60% completed.

## **C. Head Clerk**

1. The duties of the Clerk are:
  - a. To exhibit a list of all events.
  - b. To receive all entries and check the rider's AMA cards.
  - c. To check rider classification and place riders in the proper events.
  - d. To keep a record of the placing of all riders in each event, and turn all records over to the Referee at the meets end.
  - e. To perform other duties assigned by the Referee.

## **D. Head Scorer**

1. The duties of the Head Scorer are:
  - a. To make sure a suitable checking stand is provided and that it is placed properly on the course.
  - b. To make sure the Promoter has provided all the equipment necessary for checking.
  - c. To provide, or to see that the Promoter has provided sufficient scorers, roll scorers and pit scorers.

- d. To advise the Starter when the scorers are ready and provide the Starter with finishing information on each rider.
- e. To complete all scoring and turn scores over to the Clerk of Course.
- f. To perform other duties assigned by the Referee.

#### **E. Head Timer**

1. The Head Timer provides suitable timing equipment and keeps an accurate record of all times, reporting them to the Clerk of Course.

#### **F. Judges and Umpires**

1. Judges may be assigned by the Referee to determine the outcome of any event.
2. Umpires are chosen by the Referee to watch for any rules infractions.

#### **G. Pit Steward**

1. The Pit Stewards duties are:
  - a. To check all machines to make sure they meet equipment specifications, reporting any discrepancies to the Referee.
  - b. To notify riders when they are due to start an event and to position them on the starting line.
  - c. To ensure that pits are kept neat, safe and orderly.
  - d. To check engine numbers against entry blanks.

#### **WARNING:**

MOTOR VEHICLE MISHAPS, IN COMPETITION OR OTHERWISE, CAN RESULT IN INJURY OR DEATH. MINORS WITHOUT PARENTAL CONSENT OR SUPERVISION SHOULD NEVER USE MOTOR VEHICLES.

## APPENDIX 6.5

### ASSUMPTION OF RISK AND RELEASE AND WAIVER OF LIABILITY

Motorcycle and ATV riding is a potentially dangerous sport that can result in serious injury or death. Participation in all aspects of the sport is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, rider and crew-members.

The participant agrees that by entering an event, the participant has had the opportunity to inspect the events site and acknowledges that the event site is safe and suitable for racing. The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death or loss or damage to property. The participant further acknowledge that the participant has voluntarily assumed the risk of bodily injury or death or loss or damage to property and waives any claims for bodily injury or death or loss or damage to property against AMA, ATVA, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such person and entities for bodily injury or death or loss or damage to property.

IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in the EVENT(S) or being permitted to enter for any purpose any RESTRICTED AREA (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), EACH OF THE UNDERSIGNED, for himself, his personal representatives, heirs and next of kin:

1. Acknowledges, agrees, and represents that he has or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspected the RESTRICTED AREAS which he enters, and he further agrees and warrants that, if at any time, he is in or about RESTRICTED AREAS and he feels anything to be unsafe, he will immediately advise the officials of such and if necessary will leave the RESTRICTED AREAS and/or refuse to participate further in the EVENT(S).

2. HEREBY RELEASES, WAIVES, DISCHARGES, AND COVENANTS NOT TO SUE the promoters, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, motorcycle owners, riders, pit crews, rescue personnel, any persons in any RESTRICTED AREA, promoters, sponsors, advertisers, owners and lessees of the premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and each of them, their directors, officers, agents and employees, all for the purposes herein referred to as "Releasees," FROM ALL LIABILITY TO THE UNDERSIGNED, his personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFORE ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releasees and their insurance carrier, and each of them FROM ANY LOSS, LIABILITY, DAMAGE, OR COST they may incur arising out of or related to the EVENT(S) WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

4. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

5. HEREBY acknowledges that THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED, also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. IF, DESPITE THIS RELEASE, I OR ANYONE ON MY BEHALF MAKES A CLAIM AGAINST THE "RELEASEES" NAMED ABOVE, I AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS THE RELEASEES AND THEIR INSURANCE CARRIER, AND EACH OF THEM FROM ANY LITIGATION EXPENSES, ATTORNEYS' FEES, LOSS, LIABILITY, DAMAGE, OR COSTS THEY MAY INCUR DUE TO THE CLAIM MADE AGAINST ANY OF THE "RELEASEES" NAMED ABOVE, WHETHER THE CLAIM IS BASED ON THE NEGLIGENCE OF THE RELEASEE OR OTHERWISE.

7. HEREBY agree that in the event that I sustain any injury while in any Restricted Areas that any rescue personnel or medical personnel may release such medical information about my condition to representatives of the promoter, sanctioning organization, track operator, or track owner, as necessary to allow such individuals to properly report that information to appropriate representatives of the sanctioning organization and/or insurance carriers.

8. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releasees, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the Event(s) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

## APPENDIX 6.6

### ABBREVIATIONS & GLOSSARY

**Adult** - any person over the age of majority in the state where he lives.

**AMA** - American Motorcyclist Association.

**Amateur riders** - Motorcycle riders not competing for cash awards.

**ATV - All-Terrain Vehicle** - A 4-wheel vehicle, 50" or less in width used in competition which receives power transmission to the drive wheels from one motorcycle type engine. The vehicle must be controlled by the use of handlebars and must be equipped with a seat that requires the rider to straddle the vehicle. All AMA rules apply to ATVs as well as motorcycles, unless otherwise defined in the ATV chapter or Supplemental-rules. All class structures should be based on the ATV Chapters listings. ATV age restrictions must be followed.

**ATV Production** – Please see section 4.2C, 8 a1 & b.

**Authorized adult** - any person over the age of majority - not the parent or legal guardian - who is given the responsibility, in writing and notarized, for a minor on a given day.

**Classic** - Vintage Applies to motorcycles or events which feature motorcycles that are non-current models of 1974 and earlier.

**Contest** - Competition between two or more riders in the meet.

**Cu. in.** - Cubic inches.

**District or State Championship** - One annual event per category as authorized in writing by the recognized District organization or by the AMA if a District organization does not exist. Area, regional, national, District or state championship cannot be used without the appropriate sanction or written permission.

**DOT** - Department of Transportation.

**Dual Sport** - Activity and equipment designed for road and off-road motorcycles. See Chapter two Equipment.

**Event** - Any one of the contests in a meet.

**Grand Prix** - A Grand Prix primarily is a known closed-course meet that includes both natural and graded or paved terrain and is normally run as a multi-lap race. Scoring is similar to Hare Scrambles.

**Heat** – A qualifying event that determines which riders advance to the final event.

**Historic** - Applies to motorcycles or events which feature motorcycles of any era.

**Knobby Tires**- Tires that do not meet the following measurements will be considered knobies: The overall width when fitted must not exceed 115 mm. The tread depth must not exceed 13mm. All blocks in the same circumference must be of the same depth. The space between the blocks must not exceed 9.5mm. The space between

shoulder blocks must not exceed 22mm. Tires marked not for highway use are considered knobby.

**Machine** - One frame and frame number and one engine and engine number. (See Chapter 3, paragraph C. 1, or Chapter 6, paragraph B2 for ATVs.)

**Manufacturer** - The original manufacturer of a motorcycle, not the distributor.

**Medical Release** - Authorization from the parent or legal guardian required by a hospital before it can treat a sick or injured minor.

**Meet** - An activity during which one or more motorcycle events and related practices for such events are conducted.

**Minicycle** - A two-wheeled motor-powered vehicle with a wheelbase of 51-inches or less (see motorcycle).

**Moto** - A contest during a motocross meet.

**Motorcycle** - (except for sidecar) a two-wheeled vehicle receiving power to one *\*or both wheels* from a single motorcycle engine. The minimum wheelbase is 51-inches; minimum rear wheel 16-inches.

**Mud and Snow Scrambles** - Course shall be a closed course of .5-mile to 4-miles. Hare Scrambles rules will be used for this event.

**Multiday Meet** - A single meet type held at the same location on consecutive days with overall awards.

**OEM** - Original Equipment Manufacturer.

**Piston Displacement** - The space covered, or volume swept out, during each piston stroke.

**Pit Crew** - Mechanics or assistants to a rider entered in a meet.

**Post Vintage** - Applies to motorcycles or events that feature motorcycles of 20-years old or more.

**Promoter** - AMA-chartered club or chartered promotional organization conducting, proposing to hold or organizing a meet.

**Protest** - Written disagreement with an official decision made involving AMA competition. A protest must be filed as per the procedures outlined in Chapter 6 of these rules.

**Rider** - Any person who has completed an entry and competes in a meet.

**Roll Check** - List of rider numbers and times as they pass a checkpoint.

**Sidecar** - A small passenger-carrying car attached on one side to a motorcycle and supported on the other side by a wheel of its own.

**Sleeve** - A cylinder insert.

**Standard Meet** - A series of events or games in which prizes are limited to trophies or merchandise.

**Supermini** - An 80cc to 112cc 2-stroke/75cc-150cc four- stroke machine with a wheelbase between 48- and 52-inches and minimum rear wheel size of 14-inches and a maximum front wheel size of 19-inches.

**Suspension** - In the context of penalties, the loss of all rights to compete as a rider or member of a pit crew for a specified period.

**Time Trial (Record Trial)** - an event in which a rider competes against a clock.

**Wheelbase** - The length of a horizontal line connecting two vertical lines drawn from the center point of each axle to the surface, with the rear axle adjusted to its maximum rearward position. Wheelbase shall be measured with the machine in an upright unloaded position.

**Youth Meet** - A series of contests or games for youth riders in which prizes are limited to trophies or merchandise.

**Youth Rider** - Any rider, age 4 through 15, competing in a youth meet

## APPENDIX 6.7

### 2010 AMA PROTEST FORM

This form is to be used for lodging any of the three types of protests outlined by the AMA Racing Rules governing Pro/Am, Standard, ATV and Youth Competition. These three protests include:

1. Visual Protests which relate to motorcycles and components where compliance or noncompliance can be confirmed visually. A \$50 per item fee is required on all visual protests.
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. A \$50 per item fee is required on any technical protests.
  - a. In addition to the protest fee(s), the following teardown fees will apply for a technical protest requiring measurement or teardown of an engine:
    - (1) 2-stroke engine: \$100
    - (2) 4-stroke engines and all other 2-strokes: \$250
    - (3) An additional \$100 is required for measurement of any engine that must be removed from the frame for inspection.
3. Administrative: All other protests will be defined as administrative (e.g., rider eligibility, scoring, etc.). These protests do not require any fees.

Event Date: \_\_\_\_\_

Event Location/Name: \_\_\_\_\_

Class: \_\_\_\_\_

Time: \_\_\_\_\_

Name of rider filing protest (Print): \_\_\_\_\_

Signature: \_\_\_\_\_

Name of rider being protested (Print): \_\_\_\_\_

Item(s) being protested with regard to violation of AMA Racing Rulebook  
(Be specific; attach additional sheet(s) if necessary):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Referee's Ruling: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Referee's Name (Print): \_\_\_\_\_

Referee's Signature: \_\_\_\_\_

Referee's AMA Number: \_\_\_\_\_

(Fees for visual and technical protests only)

Number of items \_\_\_\_\_ x \$50 = \_\_\_\_\_

+ Teardown fee (if app.) \_\_\_\_\_

= Total fees due: \_\_\_\_\_

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Time: \_\_\_\_\_

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Signature: \_\_\_\_\_

Name of rider being protested (Print): \_\_\_\_\_

Item(s) being protested with regard to violation of AMA Racing Rulebook

(Be specific; attach additional sheet(s) if necessary):

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\_\_\_\_\_  
\_\_\_\_\_  
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Referee's Ruling: \_\_\_\_\_

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Referee's Signature: \_\_\_\_\_

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\_\_\_\_\_  
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\_\_\_\_\_

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\_\_\_\_\_  
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Referee's Signature: \_\_\_\_\_

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(Fees for visual and technical protests only)

Number of items \_\_\_\_\_ x \$50 = \_\_\_\_\_

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= Total fees due: \_\_\_\_\_



**2010 AMA RACING**

American Motorcyclist Association  
13515 Yarmouth Drive  
Pickerington, Ohio 43147  
[AMARacing.com](http://AMARacing.com)