



2010 RULEBOOK

OFF-ROAD

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 2

OFF-ROAD

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SECTION 2.1

OFF-ROAD 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 caused 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 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=MX to MX or Enduro to Enduro, 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 can not 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.

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 fee. 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. If youth and amateur events are being run on the same day at the same location, no youth entrant shall be eligible to enter more than three classes for the entire day. No youth rider shall ride in more than one age grouping during any meet (e.g. a rider is 11-years old or 12-years old. He/she cannot be two different ages because of date of birth).

6. 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.
7. A rider must actually start ***an event** to be considered a participant.

D. 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, 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/her machine at all times, and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting and putting one or both feet on the ground. The referee has the authority to disqualify a rider that cannot safely control his/her 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. 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 2.2

OFF-ROAD 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 Motorcycles/Minicycles

1. Motorcycles and minicycles used in stock class competition must be approved by the AMA. Modified classes will run as indicated in this Section.
2. For a motorcycle/minicycle 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 motorcycle/minicycle 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.
 - 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.

B. Stock Class Additional Equipment Standards

1. To be eligible for a STOCK CLASS, the following cannot be changed or modified:

Air box	Frame
Carburetor (jetting changes allowed)	Rim size
Electronics	Stroke
Exhaust system	Swingarm
Internal Engine Components	Wheel hubs
*Lower Triple Clamp	

- a. Cylinder re-plating is allowed but must retain the original manufacturers 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 motorcycle components will perform safely in competition.

1. Engines (Modified Classes)

All classes are considered modified unless stated otherwise. Motorcycles must use the crankcases of the production motorcycle 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 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:

- a. $V = [\pi]R^2h$; 2 indicates the number is squared; (π) is 3.1416; R is 1/2 bore; and h is the measured stroke.
- b. $V = B^2(.7854)(h)$; 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).

- (1) Piston displacement specifications depend on the type of meet.
 - (2) Any crankshaft configuration may be used (180-degree firing, alternate firing, etc.).
 - (3) Superchargers are prohibited.
2. All motorcycles 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. Transmission
 - a. The gearbox is limited to the number of speeds of the approved motorcycle. However, machines originally equipped with fewer than six speeds may be increased to a maximum of six speeds.
 - b. All approved motorcycles must be fitted with a transmission as catalogued and sold by the manufacturer of the 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.
 4. Brakes
 - a. Brakes, when required, must be manufactured and installed in a safe and workmanlike manner.
 - b. Motorcycles in all AMA Racing competition must be equipped with a functional rear-wheel brake.
 - 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.
 5. Wheels and Axles
 - a. Any type of wheel may be used in meets where brakes are not required.

- b. Aluminum wheel axles are prohibited in all AMA motorcycle competition.

6. Frame

a. General

- (1) Frame parts must be manufactured in a safe and workmanlike manner, and any frame modifications also must be done in a workmanlike manner.
- (2) Titanium frames are not allowed.
- (3) Safety bars and stands must be removed except in Cross-Country type events.
- (4) 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 machines frame may not be replaced.

b. Sidecar

In addition to the general frame requirements listed above, sidecars also must comply with the following:

- (1) The frame for a sidecar outfit consists of a motorcycle with a sidecar attached on the left or right side, or any three-wheeled, two track vehicle built specifically for sidecar competition. Sidecars must be constructed or attached in a safe, workmanlike manner.
- (2) Sidecars must have conventional rigid (not flexible) frames.
- (3) Measured from the center of the tire treads, the distance between the sidecar wheel and motorcycle wheels must be between 30- and 45-inches.
- (4) A padded, straight knee brace may be used, but it must be attached at a right angle to the frame and not extend more than 5-inches from the gas tank.

7. Handlebars and Controls

- a. 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.

- b. Control levers must have ball ends at least 1/2-inch in diameter.
 - c. All motorcycles must be equipped with a functional mechanical kill device (such as a compression release) or ignition cut-off switch mounted on the handlebar and able to be reached without taking one's hand from a handgrip.
 - d. Motorcycles must be fitted with a self-closing throttle.
8. Forks
- a. Forks must be adequate in strength and size for the motorcycle and its use.
 - b. Fender brackets may be removed.
 - c. If forks are moved up in the triple clamps and protrude more than 1-inch (including air stem if so equipped) above the lowest portion of the handlebars, then a protection device must be fitted over them.
 - d. A steering damper may be fitted in all types of competition.
9. Gas Tanks
- a. Except for motorcycles used in 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.
 - 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.
10. 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. On motorcycles in sidecar events, the rear fender must extend at least 35 degrees past a vertical line drawn through the rear axle.
 - d. The wheel on a sidecar must be shielded completely above the floorboard level.
11. 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.
12. Exhaust System (94 Db/A beginning 2011; see appendix 6.2)
- a. The exhaust system must be attached securely together and to the frame, 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 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).



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 12. a-f above applies to all entrants, including pro-licensed riders.
13. Tires
- a. The tread pattern of tires in scrambles 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 Hare Scrambles Studded Classes.
 - d. No liquid may be used as a primary tire filler.
14. Number Plates (except observed trials)
- a. When number plates are required, a motorcycle must be equipped with three plates of uniform size, shape and color. Minimum dimensions are 7-1/8-inches high and 10-1/4-inches wide with four corners cut off at a radius of 1-inch. Metal plates must not be less than

.045-inches thick, or .030 if beaded for added stiffness. For fiberglass or ABS plastic, the minimum thickness is 1/16-inches, and 1/8-inch for plywood. All other materials are prohibited.

- b. Numbers must be at least 5-inch high, standard block letters; numbers must not be shaded or outlined. Lettering must have a professional appearance. AMA national numbers will take precedence in all events, and will be designated by a 3-inch letter N (such as 1N). Nothing but the number and letter may appear on a number plate, except the top 2-inches of the front number plate for sponsor or rider names.
 - c. Number plates must be securely mounted. The front plate must be attached parallel to the head angle and may not be curved (except on road race fairings).
15. No electronic communication with the rider is permitted.
 16. All riders should have a working, 2-pound minimum, BC-rated, fire extinguisher in their pit area.

D. Motorcycle Equipment Inspection

1. The referee has the power to disqualify any motorcycle that does not conform to the rules, and he may inspect any part of a motorcycle 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.
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.

F. Dual Sport Motorcycles

Motorcycles originally manufactured and sold legal for street usage (e.g., Suzuki DR-S, Yamaha XT, KTM RAX/C, Honda XR-L, etc.).

All Department of Transportation required equipment must be present including DOT approved headlights, taillights, stoplights, turn signals, mirrors, speedometers/odometers and tires. The original horn system or equivalent must be used - no bicycle bells, air horns or squeeze type horns are permitted. Exhaust systems and sound levels must comply with any local regulations and not exceed a five db(A) increase over stock levels or current AMA restrictions, whichever is lower. All exhaust systems must include a US Forest Service approved spark arrester.

SECTION 2.3

OFF-ROAD 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

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 2.1, D5a for youth eligibility.
5. At any meet, except 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 Hare and Hound).
6. As specified in section 2.2, general equipment standards, motorcycles 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 a 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 rule book, promoters may organize, advertise and conduct stock classes in any type of AMA competition. Stock motorcycles (as described in section 2.2) 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 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.
12. Sidecar and Buddy seat passengers must be carried throughout the entire meet and may not drive at any time.

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 85cc machine ridden in the 7-11 class and 12-15 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

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/her 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/she is allowed 2-minutes after the starters call to make minor repairs. Afterward, if he/she still is not ready, he/she is excluded from the event. Once an alternate rider has been called to the starting line by the referee, he/she 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. Meets on closed circuits less than 1-mile long, except 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. Anyone who commits this offense may be suspended for the event or for the entire meet.
7. 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.
8. 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.
9. 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.
10. 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.

11. 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.
12. Except in sidecar competition, riding in a prone position is prohibited. The penalty is disqualification.
13. Sidecar passengers must remain in the sidecar for the entire event. A fallen passenger may re-enter only at the same point where he fell and on the same lap.
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. The race is completed when the leader takes the checkered flag. The number of laps completed determines finishing position. A rider need not take the checkered flag to finish.

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.
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 and 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

1. All sanctioned scrambles and youth meets are claiming meets. The claiming price shall be 30% over manufacturers suggested retail price using the Black Book AMA Official Motorcycle Value guide, Kelly Blue Book or NADA appraisal guide and include the complete motorcycle or minicycle. Vintage and ATV class equipment will be excluded from the claiming rule.
2. Any rider (claimant) may enter a claim for a motorcycle (or minicycle) ridden in an event in which the claimant has competed. A claim must be entered with the referee after the meet has been completed, but no later than 30-minutes afterward. The referee then notifies the owner of the claimed motorcycle and may take possession of it.
3. Cash, certified check or bank draft must accompany a claim. The owner of the claimed machine must immediately deliver it intact, along with a clear title or bill of sale.
4. If more than one claim is received for the same motorcycle, the meet referee will hold a drawing to determine the successful claimant.
5. If a rider whose motorcycle is claimed refuses to comply, he must forfeit his trophy, is disqualified from the meet and will be suspended for one year.
6. A rider may not enter a claim on his own equipment.

G. Youth Engine Classes and Age Groups

Any of the following classes may be run, but all must be run as advertised.

Class	Age requirement	Engine size	Engine type
1: Peewee	4 – 6 yrs	0cc – 51cc	2-stroke
		0cc – 51cc	4-stroke
Single-speed automatic. Maximum wheelbase 36". Maximum wheel size 10". Maximum seat height 24".			

Class	Age requirement	Engine size	Engine type
2: Peewee	7 – 8 yrs	0cc – 51cc	2-stroke
		0cc – 51cc	4-stroke
Single-speed automatic. Maximum wheelbase 41". Maximum wheel size 12". Retrofitted 12" wheels are permitted on all class 2 machines.			

Class	Age requirement	Engine size	Engine type
3: Peewee	4 – 8 yrs	0cc – 51cc	2-stroke
Single-speed automatic. 2-stroke oil-injected. Maximum wheelbase 36". Maximum wheel size 10". Maximum seat height 22".			

Class	Age requirement	Engine size	Engine type
4: Peewee	4 – 8 yrs	0cc – 51cc	2-stroke
		0cc – 51cc	4-stroke
Single- or multi-speed automatic. Maximum wheelbase 38". Maximum wheel size 10". Maximum seat height 22". No larger than 13mm round intake.			



Seat height will be measured at the lowest part of the top of the seat. See wheelbase measurement process in Appendix 6.6.

Class	Age requirement	Engine size	Engine type
65cc	7 – 11 yrs	52cc – 65cc	2-stroke
		52cc – 90cc	4-stroke
Minimum wheel size 10". Maximum wheel size 14". Maximum (adjusted length) wheelbase 45". Maximum wheelbase must maintain manufacturer specifications.			

Class	Age requirement	Engine size	Engine type
85cc	7 – 11 yrs	66cc – 85cc	2-stroke
		75cc – 125cc	4-stroke
85cc	9 – 13 yrs	66cc – 85cc	2-stroke
		75cc – 125cc	4-stroke
85cc	12 – 15 yrs	66cc – 85cc	2-stroke
		75cc – 125cc	4-stroke
Maximum front wheel 17". Minimum rear wheel 12". Maximum rear wheel 16". Maximum wheelbase 51".			

Class	Age requirement	Engine size	Engine type
Supermini	12 – 15 yrs	80cc – 112cc	2-stroke
		75cc – 150cc	4-stroke
Minimum wheelbase 48". Minimum rear wheel 14". Maximum front wheel 19". Maximum wheelbase 52". (Includes big wheel)			

Class	Age requirement	Engine size	Engine type
Schoolboy	12 – 15 yrs	86cc – 125cc	2-stroke
		75cc – 150cc	4-stroke

- a. The use of OEM or aftermarket kits to change displacement or wheelbase will be allowed in the Schoolboy and Supermini classes only.
 - b. No A class riders are permitted to compete in any Schoolboy or Supermini class.
2. Stock classes-for approved minicycles only. See Chapter 2, Section 2.2, regarding allowable equipment. Stock minicycles are subject to inspection, and any deviation, other than approved modifications, will result in the machine being assigned to another category or disqualification.

H. Enduro

1. An enduro is a meet in which speed is not the determining factor and a time schedule must be maintained. It takes place on a variety of terrain, little-used roads and trails, etc. Where the course crosses private or public land, the promoter must obtain permission from the landowner or land manager. The use of an active railroad right-of-way is prohibited; however, if active railroad tracks are crossed, a mileage reset should be provided immediately after the crossing to allow any riders delayed by a train to regain lost time.
 - a. Definitions:
 - (1) Emergency check-the same as a secret check, except that minutes and seconds are recorded and used for breaking ties.
 - (2) Gas available-a gas station, or a location where a rider's own fuel is provided.
 - (3) Gas stop-a place designated on the route sheet by mileage and the words "gas stop".
 - (4) Known control-a timed checkpoint whose location is known to all participants.
 - (5) Observation check-an unknown checkpoint where no time penalty is recorded.
 - (6) Secret check-an unknown, timed checkpoint.
 - (7) Timed check-any secret check, emergency check or known control.

- (8) Start control—a timed checkpoint designating a starting or a release point. A point whose mileage and key time are listed on the route sheet. A timed check immediately preceding a start control may be located without regard to the 3-mile check separation rule, but the timed check immediately following a start control must meet the 3-mile check separation rule.
- b. No enduro may be more than 24-hours of continuous riding. In any 24-hour meet, there must be two or more scheduled stops of at least 30-minutes each.
 - c. There must be at least one gas stop or gas available location for each 50 actual ground miles (33 actual ground miles for a National Enduro).
 - d. The promoter is responsible for clearly and properly marking the course. Two markers shall be placed at each turn, and shall be identified by number or mileage to conform to the route sheet. At least one marker must be placed every 1/2-mile on straight stretches. Danger markers must be posted far enough ahead of hazardous conditions to allow the fastest riders enough warning to stop. The year of the meet must be indicated on each marker. A member of the promoting organization must proceed ahead of the first rider to make sure all markers are in place. An AMA member who defaces, changes or destroys markers, or who is responsible for having such damage done, —will be permanently suspended from the Association. Within two weeks after the enduro, the promoter must remove all course markers.
 - e. At any enduro in which the rider carries his scorecard, the cards of trophy winners may be checked against the backup sheets. A three-person committee that includes the referee must rule on discrepancies between the scorecard and the backup sheet. At National Enduros, if there is an AMA staff member attending, he must be on this committee.
 - f. A rider may enter an enduro, including a National, only once.
2. Classification of Riders and Points
- a. Riders shall be classified as A and B riders. Advancement from B rider to A rider is made when the rider accumulates 100 points. The rider may elect to either (1) advance to the A classification, or (2) remain in the B classification for the remainder of the year, in which case the rider will be classified as an A rider on the next January 1. A B rider may at any time advance to the A classification and must notify the AMA office of this voluntary advancement. It will be that rider's responsibility to enter the A class in all subsequent enduros entered. Any B rider whose name is on the AMA website as having advanced to Class A will be considered an A rider regardless of whether a new AMA card has been received by the rider. The penalty for violating this section is a suspension.

- b. As described in this chapter, Section 2.1B4, an A rider may ask to be reclassified as B through the AMA home office and begin accumulating B advancement points at 50 points.

Points are awarded using a chart based on the total entries (see enduro promotion point chart).

To be eligible for promotion points a rider must finish the event within his/her allotted time.

If advertised in advance, all classes need not be run. However, for points to be paid, classes must be structured as follows:

Class	Engine size (any type)
Solo	86cc – 100cc
Solo	101cc – 125cc
Solo	126cc – 200cc
Solo	201cc – 250cc
Solo	251cc – 500cc
Solo	501cc – unlimited
Classes are continued on the next page	
Class	Engine size (any type)
Solo	Stroke – unlimited
Sidecar	Unlimited
Buddy Seat	Unlimited
Veteran 30+	Unlimited
Senior 40+	Unlimited
Super Senior 50+	Unlimited
Masters 60+	Unlimited
Women's	Unlimited
Dual Sport	Unlimited
The Dual Sport class is for machines manufactured to meet DOT and EPA requirements. Dual Sport classes must conform to the Dual Sport requirements as found in Chapter 2, section 2.2, Equipment.	

- c. National Pro Riders finishing in the top 15 of the preceding year's National Enduro Series are designated as Pro riders for the following year. A rider in this class is eligible for overall high-point winner and Pro trophies, but not for A class awards. If no Pro class is run, Pro riders may compete only for the overall win. Any A rider may submit to the AMA a letter of intent indicating that he wants to be designated a Pro rider for the calendar year. District organizations that want to establish a Pro class must submit a detailed description of proposed rules for

AMA approval. The deadline for this proposal is December 15 of each year.

3. Equipment

A rider may not start if any state-required equipment is not in working order at the beginning of the meet.

- a. Motorcycles must be equipped with a US Forest Service-approved spark arrester, as part of the muffler or in addition to it.

4. Program

a. General

- (1) Riders may not ride on a marked course under penalty of disqualification, except a rider competing in an event running the same course.
- (2) If there is a sidecar class, the pathfinders should cover the marked course in a sidecar.
- (3) Riders must comply with all applicable local and state laws and regulations, including speed limits. At the request of an official of the meet, a rider must show a valid driver's license. If a qualified, identified official observes a rider violating a safety regulation—such as entering a public road without first stopping—the rider may be disqualified on the spot. However, a notice that this rule is being enforced must be posted at the start of the event. Any rider who receives a citation for a moving violation will be disqualified immediately.
- (4) The motorcycle must cover the course under its own power or by the physical energy of the rider. Towing, as well as organized repair and service (except at scheduled control rest periods), is prohibited. Violation will result in disqualification. Riders may assist one another on the course, although a rider who ceases to be a contestant may not help another rider.
- (5) A route sheet is given to all riders no less than 1-hour before the start. The sheet must list key time for the event, the key times for all known controls and the exact mileage and schedule in miles per hour between these controls. It also must give the exact cumulative mileage at turns and the direction of turns. The route sheet lists the mileage for any official gas stops and gas available locations. If speed averages change during the event, the sheet must provide the exact mileage and key time for the point where the speed changes. The mileage at any point where the speed average changes is computed from the last known mileage in whole tenths of a mile and the time is computed to a whole minute.
- (6) Starting positions must be determined by a random drawing. A separate random drawing

may be used to allow placement of pre-entered C riders behind pre-entered A and B riders. At the starting time, which is one minute after the key time, the starter starts up to five riders on every minute. If there are fewer than 100 riders in the meet, the starter sends out as many as two riders on each minute. Enduros use dead-engine starts.

- (7) Riders must remain on the marked course. A rider who leaves the course may continue the meet only by re-entering the course at the same point. A marked course shall mean the following: In sight of the marking arrow, except that when traversing double marked sections the rider must remain between the markers.
- (8) If motorcycles are sealed throughout the meet, it must be done by officials at the starting control and removed by officials at the finish control.
- (9) If teams are recognized, they shall consist of riders who all are AMA members. A club team consists of riders who all are members of the same AMA-chartered club. Sidecar or buddy seat passengers are not considered as team members. Team competition and the number of riders required should be noted on the official entry form. Riders may compete only on one team.
- (10) An odometer check must be placed 2.9-miles from the start to allow riders to calibrate their odometers to the one used in laying out the course.

b. Check Stations

Check stations must display the key time and the accumulated mileage to the check. All timed check points must use a flip card.

- (1) Check stations shall use the following markers, measuring at least 18- by 18-inches with a 10-inch high black letter:
 - (a) Known control-yellow marker with a K.
 - (b) Observation check-white marker with an O.
 - (c) Secret check-red and white diagonal marker with an S.
 - (d) Emergency check-green and white diagonal marker with an E.
 - (e) Start Control-Yellow and white diagonal marker with black marking "ST".
- (2) These markers designate the exact checking point. Timed emergency and secret checks are combined and display only the emergency marker. Scores are computed as though the check stations were operated separately.

Emergency checks may not be combined with known controls.

- (3) Checking time is taken the instant a motorcycle's front wheel arrives opposite the marker, or when a rider stops moving forward and is identifiable within sight of a timed check. Checkers, however, may not leave a check station to try to identify a rider. Putting down one's foot does not signify the point of timing, but time is taken if a rider zigzags or paddles to stall for time.
- (4) The finish point must be a KNOWN CONTROL, and if the scheduled REST STOP or GAS STOP is also a checkpoint, it too must be a KNOWN CONTROL. Final scoring may be a secret check prior to the finish. Under this option, a promoter may also have an observed check at the finish point. However, these conditions must be explained on the route sheet.
- (5) Check stations may not be more than 40-miles apart. Timed checks must be at least 3-miles apart. Timed secret or emergency checks must not be less than 2-miles before nor less than 3-miles beyond a gas stop. When check stations and controls are within a town or city, they must be placed at the entrance to the municipality and located where contestants will not be needlessly delayed by traffic lights, speed limits or congestion. An observation check may be located on any part of the course.
- (6) At all checking stations, except observation checks, there will be at least three officials. One shall act as timer and call the time of arrival or departure. One shall insert the rider's time and number on the backup sheet and one shall mark the riders scorecards. It is the rider's responsibility to ensure that his scorecard is properly marked and that he is listed on the backup sheet. A register of riders and TIMES (backup sheet) must be kept at all timed checking stations, and a register of riders must be kept at all observation checks. These registers are to be used in case a question on scoring arises at the end of the meet. Any rider changing entered time or entering his own time on either the scorecard or backup sheet will be immediately disqualified.
- (7) If a timing device is discovered to be inaccurate by 5 or more seconds, or if any timing device fails, that check station will be considered an observation check only. If an error in mileage, time or placement of a checkpoint, scoring irregularities or course irregularities occurs, the check must not be adjusted and will be used only as an observation check. Missing an observation check is the same as leaving the course. Mileage resets (added mileage to give

riders time) are considered official route sheet mileage and this mileage may be used to place subsequent timed checks. If a reset is used at a gas stop, it must be placed at least 1/10-mile after the gas stop. Resets are not used to increase the official length of the enduro. Reverse resets (mileage subtracted to make a rider late) are prohibited. The accepted standard variation for enduro mileage accuracy is no more than 0.02-mile as measured from the last known mileage. If a protest is filed on the mileage at that point, the average of three motorcycle's odometers will be used to determine the mileage in question. Preferably, the three motorcycles will include the protester's machine, the layout mileage bike and one other.

- (8) Check stations must open 30-minutes before the first rider is due, and remain in operation until 1-hour and 59-seconds after the last rider is due to arrive and depart. When the check station closes, the backup sheet is signed and delivered to a point designated by the referee. If the validity of a check is questioned because course markers are missing or altered, that check may be declared official if more than half the riders in contention at the preceding check reached the check in question. If because of difficult conditions an enduro has no finishers, the riders who reach the farthest time checkpoint within their time limit will be scored. If circumstances force a run to end before the finish, the last timed check station used prior to the intended end of the meet will be considered the end, and scoring will be completed at that check.
- (9) The mileage at any timed check is computed in whole tenths of a mile, and the time to that point is computed to a whole minute. A rider arriving at a timed check within the 59-seconds after the whole minute is recorded as arriving on the whole minute. Check mileage verification shall be measured from the last known mileage.
- (10) Emergency checks are used to break tie scores, and an enduro must have at least two such checkpoints. Time is taken at an emergency check in minutes and seconds, and combined total emergency points lost is used to break tie scores. When a tie continues, the emergency check closest to the end of the meet is used to break the tie. If the tie still exists, each preceding emergency check is compared until the tie is broken. If this fails to break the tie, or if the run ended prematurely before any emergency checks were reached, then the tie scores are compared to the last legal timed check station, going from latest to earliest checks, and the first rider to score better at any check (including the last) is declared winner of the tie. If a tie still exists, duplicate points will be awarded. If duplicate points are awarded because of ties,

points awarded to riders placing beneath the tied riders are based on the number of riders in that class. For example, if two riders receive second place points because of a tie, the next placing rider receives fourth place points.

- (11) Emergency points are calculated from the 30-second mark of a rider's due minute. (See illustration of emergency check timing.)

Riders due minute	Arrived	Regular points lost	Emergency points lost
10:31	10:31.28	0	2
10:31	10:31.35	0	5
10:31	10:32.45	1	75
10:31	10:30.05	2	85
10:31	10:35.12	4	222

c. Scoring

- (1) Riders are scored on a points-lost system, with zero as the best score.
- (2) When a rider carries his own scorecard and loses it, 10% of the total points lost will be assessed with a minimum of one point, and any fractional points will be rounded off to the next highest whole number. The affected rider must be scored upon his request to the referee. If a rider does not have a score on his card and requests that the backup sheet be consulted, he may be assessed a penalty on the same basis as a lost score card.
- (3) A rider will be penalized one point for every minute he is late leaving the starting control. Because of traffic or other conditions, final scoring may be completed at a secret check prior to the finish control.
- (4) At a known control, a rider will be penalized one point for every minute he is late in arriving. A rider leaving a known control before his scheduled departure time will be penalized two points for each minute he is early. There is no penalty for arriving early at a known control, unless a rider is more than 15-minutes early.
- (5) A rider will be penalized two points for the first minute he is early, five points for each additional minute early and one point for each minute late arriving at a secret or emergency check.
- (6) When a tie must be broken, a rider will be penalized one emergency point for each second early or late at an emergency check.

ILLUSTRATION OF EMERGENCY CHECKING TIMING



15 Seconds Early		Perfect Time		15 Seconds Late
15 Points Lost		0 Points Lost		15 Points Lost

In scoring at an emergency check, the rider's score is always calculated from the 30-second mark of his due minute.

- (7) No penalty is recorded at an observation check. However, at any timed checking station, if a rider is more than 15-minutes ahead of his schedule, more than 1-hour and 59-seconds late or has cut the course, he will be disqualified at that point. In such a case, he will be credited with the mileage to the last timed check station before being disqualified and will be eligible for awards on that basis. For purpose of clarification, more than 1-hour shall mean 60-minutes and 59-seconds.

5. National Enduro Championships

At Nationals, all A riders receive the following points toward the Grand National Enduro Championship.

National Enduro Championship Point Schedule			
Finish	Points	Finish	Points
1	30	11	10
2	25	12	9
3	21	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

- a. These points are awarded on the basis of overall finish rather than a rider's finish within his equipment classification.

Definitions:

- a. **IMPOUND AREA**-A restricted and secure area used by the organizer to prevent access to the participant's machine by everyone during non-riding hours.
 - b. **WORK AREA**-A designated area where the riders may work on the machines directly adjacent to the impound area and the start area.
 - c. **TIMED CHECKS**-Selected points along the route at which a rider's progress is measured against the promoters supplied route schedule.
 - d. **OUTSIDE ASSISTANCE**-All repairs and work done on any machine must be done only by the rider entered on that machine. No one else may touch the machine with the following exceptions: the removal of caps and replenishment of air and fluids (radiator, oil, fuel and bleeding brakes). The rider may receive tools and refreshments such as clean and dry goggles, gloves, food, drinks, etc.
2. **Impounding, Work Area and Start:** Machines will be impounded by the organizer as specified in the meet supplemental-rules.
- a. Each rider may claim his machine ten 10-minutes before his scheduled time of departure and may work on it during this period (see outside assistance). He cannot start his machine prior to his arrival at the starting line and his scheduled time of departure.
 - b. Within one minute after his starting signal has been given, the rider must have started his engine and ridden beyond another line 20-meters (65-feet) from the start. Failure to do this will result in a 10-point penalty.
 - c. Riders arriving more than one minute late at the starting line will be penalized by 60 points per minute. The minute in which the rider arrives at the start line will be considered as the new start time.
3. **Time Check**-The rider's time will be taken when he arrives at the control.
- a. Timed checks will be indicated by a white flag placed 200-meters (656-feet) and a yellow flag (time-line) placed 20-meters (65-feet) before the control table with the timing equipment. The yellow flag is the time-line. Replenishment is only allowed in the area of the official replenishment depots as marked by the organizers and at each time check between the white and yellow flags.
 - b. The clock and flip cards showing the actual time due will be placed so the cards are visible from the 20-meter line (yellow flag). A rider and his machine cannot cross the 20-meter time-line until his time appears on the flip card. If he does pass the yellow flag he cannot go back and he must proceed into the check and be scored.

- c. Riders who arrive at a timed check more than one minute before or after their last marked time are penalized 60 points for every minute according to the time last marked on the card (marked time-starting time for the next section).
 - d. A rider may pass the final timed check at the entrance of the impound area up to 15-minutes early without penalty.
 - e. A rider may arrive late at the final control without being disqualified using the 1-hour late rule to work on their bike. This rule requires the rider to cross the time check line for a score no later than 59-minutes after his original scheduled time. If you are 60-minutes late after your originally scheduled time at any checkpoint, you will be disqualified.
4. Special Tests: These tests are the most critical measurement of the event. The special test should not be too difficult or dangerous and prepared for this purpose. Riders are not allowed to practice the test but may walk them to become familiar with them. It should be ridden as fast as the rider's skills allow and will be timed on a basis of one point per second while within the test area between the start and finish gates (time in to time out=total seconds).
5. Equipment:
- a. To be allowed to begin the event, every rider must have working headlights and taillights (including stop light), and a good muffler, securely attached. US Forest Service approved spark arresters may be required.
 - (1) Sound test will be done and require a maximum of 94db(A) at 20-inches as described in the equipment section. Mufflers may be repaired at any check.
 - b. When the machines are first impounded, they will be checked and marked. The same marked parts must be used during the entire meet and will be checked at the final control. Parts marking will consist of marking hubs, frame (right hand side of steering head), crankcase, number plate and muffler. If a muffler must be changed, an official of the meet will remark the muffler after performing a new sound test.
 - c. If you have engine or ignition failure, you may be eligible to re-impound. A three-person committee will rule on your eligibility. You must return immediately and directly to the start area placing your machine in the impound/work area. Under the supervision of a designated official, you may be allowed to repair the engine or ignition failure. **NO ADDITIONAL REPAIRS** will be allowed (e.g. replacing tires, chains, sprockets, brakes, etc.).
 - d. Riders are allowed to change unmarked parts in the work areas and at each time check between the white and yellow flags. Tubes can be replaced at any time.

- c. Riders who arrive at a timed check more than one minute before or after their last marked time are penalized 60 points for every minute according to the time last marked on the card (marked time-starting time for the next section).
 - d. A rider may pass the final timed check at the entrance of the impound area up to 15-minutes early without penalty.
 - e. A rider may arrive late at the final control without being disqualified using the 1-hour late rule to work on their bike. This rule requires the rider to cross the time check line for a score no later than 59-minutes after his original scheduled time. If you are 60-minutes late after your originally scheduled time at any checkpoint, you will be disqualified.
4. Special Tests: These tests are the most critical measurement of the event. The special test should not be too difficult or dangerous and prepared for this purpose. Riders are not allowed to practice the test but may walk them to become familiar with them. It should be ridden as fast as the rider's skills allow and will be timed on a basis of one point per second while within the test area between the start and finish gates (time in to time out=total seconds).
5. Equipment:
- a. To be allowed to begin the event, every rider must have working headlights and taillights (including stop light), and a good muffler, securely attached. US Forest Service approved spark arresters may be required.
 - (1) Sound test will be done and require a maximum of 94db(A) at 20-inches as described in the equipment section. Mufflers may be repaired at any check.
 - b. When the machines are first impounded, they will be checked and marked. The same marked parts must be used during the entire meet and will be checked at the final control. Parts marking will consist of marking hubs, frame (right hand side of steering head), crankcase, number plate and muffler. If a muffler must be changed, an official of the meet will remark the muffler after performing a new sound test.
 - c. If you have engine or ignition failure, you may be eligible to re-impound. A three-person committee will rule on your eligibility. You must return immediately and directly to the start area placing your machine in the impound/work area. Under the supervision of a designated official, you may be allowed to repair the engine or ignition failure. NO ADDITIONAL REPAIRS will be allowed (e.g. replacing tires, chains, sprockets, brakes, etc.).
 - d. Riders are allowed to change unmarked parts in the work areas and at each time check between the white and yellow flags. Tubes can be replaced at any time.

Tires may be changed only at the final check of the day.

- e. Tools can be received everywhere but only the rider is allowed to work on his machine.
6. Event Scoring:
- a. Gold Medals will be awarded to riders whose total number of points does not exceed 10% of the number of points achieved by the winning rider of that class.
 - b. Silver Medals will be awarded to the riders whose total number of points do not exceed 40% of the number of points received by the first (winning) rider of that class.
 - c. Bronze Medals will be awarded to all other riders who finish within their original hour.
 - (1) Riders on bronze may choose not to ride the final motocross test and retain their medal level. This must be made known to the special test officials by the rider at the time he arrives at the final test.
 - (2) Special test points-Motocross, Grass Track, etc., one second = one point
 - d. Penalties:
 - (1) Starting later than original schedule time-60 points per minute late.
 - (2) Early arrival at a time check-60 points per minute
 - (3) Late arrival at a time check-60 points per minute late.
 - (4) Stopping between yellow flag and control table at time check-60 points.
 - e. Exclusion:
 - (1) Smoking in parc ferme or work area.
 - (2) Missing any marked parts.
 - (3) Starting engine in parc ferme, work area or starting enclosure before signal is given.
 - (4) Replenishment outside official areas or carrying fuel outside the fuel tank.
 - (5) Accepting outside assistance.
 - (6) Unauthorized communication with accompanying person.
 - (7) Being accompanied by another rider.
 - (8) Riding outside the route, riding in the wrong direction, not observing the marked route.

- (9) Not observing traffic regulations, receiving a moving traffic violation citation.
- (10) Not handing in the time card at the finish of the day's run, altering or using another card.
- (11) Late arrival at a time check exceeding 60-minutes from original scheduled arrival time.
- (12) Missing a time check or route check.
- (13) Practicing on the course or special test.
- (14) Greater engine capacity than stated on the entry form.

7. ISDE Team Selection Procedures:

A letter of intent and fee are required from each rider who wishes to qualify for the USA Team. The letter and fee must be received prior to the first qualifier entered by the rider.

- a. Riders are to be selected based on the qualifying process established by AMA staff and the recommendations of the ISDE Board.
 - b. The qualifying process will be available from the AMA and will be posted on the www.amaracing.com web site each year at the beginning of the season.
 - c. The total quantity of riders selected for the ISDE team will be limited as set forth in the qualifying process and the limit of entries established by the organizer of the ISDE.
8. Riders may alter the cc displacement to move up or down for the ISDE and qualifiers.
9. **IMPORTANT!** Ecology tires will not be required for qualifiers; however, knobby height will be limited to 13mm at the ISDE.

J. Closed Course Enduro

A closed course enduro follows the rules for enduros with the following exceptions:

- a. The course is three or more miles long and is covered two or more times by the rider.
- b. No two-way travel by contestants is permitted anywhere on the course.
- c. All checks will be timed as secret checks, including the final check of each lap.
- d. All checks must be at least 1-mile apart. Checkers remain in the same position for each lap.
- e. To avoid an abundance of tie scores, the schedule set by the promoter should be maintainable only by the best riders.
- f. Ties are broken with an emergency check (see enduro rules for definition). One of the checks

must be designated as an emergency check for the first lap only.

K. Hare and Hound

1. A Hare and hound is held on a marked course over natural terrain. Unlike an enduro, no time schedule is used. The course may be laid out as a point-to-point event, or run on at least two loops (with the majority of each loop used only once). Each loop must be at least 30-miles in length. In either case, the total distance covered must be at least 60-miles. The promoter must obtain written permission to use the course from landowners or land managers.
 - a. Starts shall have a bomb run (mass start) of no less than 500-meters in length, open to practice within 1-hour of the official start time. Dead engine starts are used with a one minute banner or flag before commencement.
 - b. Course markings must be no more than 200-yards apart, except on straight-aways, where markers must appear at least every 1/2-mile. Markers must be placed before and after corners. If lime is used to mark the course, there must be no more than one mark before and after the turn. An AMA member, who removes, destroys or changes course markers (or is responsible for having someone else do so) will be permanently suspended from the Association.
 - c. Any number of checkpoints are set up that the rider must stop at to have his number recorded. All checks are marked with a visible, two-foot-square sign showing the number of the check. Checks open shortly after the start of the race and remain open 2-hours after the first rider passes or until the follow-up crew arrives.
 - (1) A rider who misses a check will be disqualified.
 - (2) A disputed checkpoint will remain if at least 75% of the riders recorded at the next following check also were recorded at the contested check.
 - d. A follow-up crew will cover the course after the event to take riders whose machines are disabled to the finish or the nearest checkpoint accessible by car.
 - e. A course 80-miles long must have at least one checkpoint with gas available. Longer courses must have a gas check for each 50-miles.
 - f. If there is a sidecar or ATV class, the pathfinders should cover the entire distance for these classes with a sidecar or ATV. The mileage for sidecar and ATV classes may be shortened by advertising the proposed distance.

- Events run the following classes, although not all classes need be run if advertised in advance.

Class	Engine size or age
1	86cc – 100cc
2	101cc – 125cc
3	126cc – 200cc
4	201cc – 250cc
5	251cc – Open
6	Veteran (30 yrs. and older)
7	Senior (40 yrs. and older)
8	Super Senior (50 yrs. and older)
9	Masters (60+ yrs)
10	Women (86cc – open)
11	ATV

- Riders must comply with local laws and regulations as outlined on the entry blank.
- The points accumulated in all events held in the series will decide the Overall National Hare and Hound Championship. Class champions will be decided by the points accumulated in one less than the total number of the events in the series. Ties are broken by comparing the number of first, second, third, etc., finishes until the ties are resolved.

L. Hare Scrambles

- A Hare scramble is conducted on a closed course, using trails and paths over natural terrain. The course should be between 2-1/2- and 40-miles long. For the Pee Wee and Youth classes the length can be at promoter's discretion. Arrows may be used to direct competitors on the proper route when the terrain does not clearly dictate direction. Unless otherwise instructed at the riders meeting, riders must not ride more than 20-feet from the course marking arrows. If two arrows are positioned on each side of the route, riders must remain between the arrows. Riders can be allowed to walk or ride bicycles on the final course prior to the start of the event. The promoter may limit the distance that the riders can view. The riders must also be able to view the scoring area.
- The meet may run a designated number of laps or for a specified amount of time. The promoter, however, must specify the format in all advance advertising and at the riders meeting. No combination of ATVs, minicycles or motorcycles may be run at the same time on the same course.
- Gas checks are not required.
- Along with the checkpoint at the start/finish line, the promoter must use a roll check as a backup.

5. Starts
 - a. Starts may be live- or dead- engine at the promoter's option.
 - b. Each class should be started separately.
 - (1) Classes with fewer than five entries may start together, but must be scored separately.
 - c. Mass starts may be used only when the starting area is large enough.
6. Scoring
 - a. If necessary, due to the length or layout of the course, observation checks may be set up to discourage course cutting. Experienced checkers, to avoid bottlenecks at checkpoints, should man such checks.
 - b. Unless instructed otherwise by the referee, all riders must come to a stop at the scoring station. This point should be stressed at the riders meeting.
 - c. Separate scoring lanes should be set up using barrels, banners, etc.
 - (1) By posting color-coded signs for class and displacement categories, riders can easily identify their proper scoring lane.
 - (2) Lanes should be set up so riders pull in to the right of the barrel or banner, with scorers on the left. This allows scorers to quickly and easily see and record the number on the left side of the rider's helmet.
 - d. A rider must finish the event to be eligible for awards and points. To finish, a rider needs to complete at least 50% as many laps as the winner of his class. It is not necessary to take the checkered flag to finish. If the class winner turns an odd number of laps, the total will be rounded down to determine finishers. Example: If the winner turns 9-laps, all riders completing four or more laps will be scored.
 - e. Once the checkered flag is displayed, riders are given a reasonable amount of time to complete their final lap. The amount of time varies, depending on the length of the course, but that time must be: a) displayed in full view at rider registration; or b) on display or announced at the riders meeting; or c) announced at the start line prior to the start of each race.
 - f. Overall scoring is based on elapsed time from start to finish, with all eligible riders competing at the same time on the same course, and a rider's finishing time is recorded to the nearest second.
7. When conditions permit, promoters may run studded tire classes. Studded tire classes must conform to Section 3.3J5 of the Ice Race rules or Trelleborg type studded tires. Hare Scrambles meets run the following classes,

though not all classes must be run if advertised in advance.

Class	Engine Size
1	86cc - 200cc
2	201cc - 250cc
3	251cc - Open
4	Women's (86cc - Open)
5	Veteran (30 yrs. and over)
6	Senior (40 yrs. and over)
7	Super Senior (50 yrs. and over)

8. Team Hare Scrambles riders are not subject to advancement.

M. Observed Trials

1. An observed trials is a test of balance and control on a motorcycle which emphasizes the rider's skill and ability to control the bike in a technically challenging off-road environment. The competition takes place on a course made up of a series of observed sections. Each section along the course contains obstacles to challenge the rider such as turns, hills, rocks and logs within the boundaries of the marked section. At each section an "observer" or course official judges the ride and assigns penalty marks for infractions such as "footing" for balance or other failures to successfully negotiate the obstacles within that section. Although the competition typically has a time limit, it is not a test of speed.
2. Course Requirements. The course layout and marking is the responsibility of a person designated as the "Clerk of the Course" who may be assisted by other course marshals. The clerk should endeavor to establish a course that will be fun and challenging for all skill levels and does not contain impossible obstacles or extreme hazards. It is especially important that riders of beginner or novice skill level enjoy a competition that is not excessively difficult or discouraging.
 - a. The Loop. The "loop" or trail, which composes the courses connecting sections, must be clearly marked and riders must follow the course in a single direction. There must be no riding backwards on the loop.
 - b. The Sections. Each observed section must be marked by a pair of each "Section Start" and "Section End" signs that clearly delineate a gate comprising the beginning and end of the section. Each gate has a minimum width of 4-feet.
 - c. Section Boundaries. Each section shall be bounded by natural obstacles and strong, easily visible waterproof tape (such as surveyor's tape) securely fastened to stakes or trees. The tape should be at a minimum height of 4-inches and a maximum height of 12-inches.

- d. **Class Gates.** Interior gates within the section may be marked to reduce the width of a section or to define the different routes for riders competing in different skill. Each gate has a minimum width of 4-feet. A rider must pass through the gates of his or her class in the marked direction only. If a rider passes in either direction, between the gates of another class, it will be considered as a failure.
 - e. **Observer Position.** The section layout should be in such a way that the observer can place himself in a position to clearly see the entire section from a position near the end gate.
 - f. **Riding the Course.** The number of observed sections and the number of laps are announced before the meet begins. If a time limit is to be enforced, this must be announced and the penalties associated with failure to finish on time must be indicated. Riders must ride the sections in numerical order, and a section may be attempted just once per lap. Riders are responsible for their own scorecard, and must carry their scorecard and present it to the section observer for marking at the completion of their ride in that section. Any sections not marked on the scorecard are considered missed sections. If the missed sections exceed 10% of the designated rides, the rider will be considered a non-finisher. In some trials, the clerk of the course may designate a “shotgun start” in which riders in different classes start at different sections in order to spread out the riders at the start.
 - g. **Section Inspection and Practice.** Riders may inspect the sections by walking the section prior to riding, but may not practice in the sections and may not alter the section by moving rocks or other obstacles.
3. **Machine Requirements.**
 - a. **Motorcycle.** The motorcycle may typically be of any engine displacement, except in youth or specially designated classes where the engine size may be limited. The motorcycle must be rear wheel drive only and be equipped with a working engine kill switch, working brakes, ball ends on all handlebar mounted levers, and a number plate designating the rider’s class in 3-inch minimum letters. As an alternate to a number plate, rider bibs or other systems may be used to identify the rider’s class to the section observers.
 - b. **Tires.** The motorcycle must be equipped with trials-type tires having rectangular tread blocks with the sides parallel to or at right angles to the tire axis. The space across the tread cannot extend completely across the tire at right angles to the wall of the tire without interruption by a block. Tire width may not exceed 4.5-inches, tread depth may not exceed 1/2-inch, and the space between the blocks may not exceed 3/8-inch across the tire or 1/2-inch in a circumferential direction.

- c. Trailbike class. An exception may be made for tires in a specially designated “trailbike” class, which may be included as an entry-level class for non-trials motorcycles.
4. Scoring. The scoring method outlined below is the standard method of scoring used in AMA-sanctioned trials and is consistent with the scoring rules used in the national and World Championship events, although simplified to eliminate time limits in the section and other requirements specifically associated with high levels of competition. Supplemental-rules specifically for the national championship are available on the AMA website.
- a. Sections and Observers. The rider will be scored only within the observed sections. Scoring begins when the rider’s front axle passes through the start gate and ends when the front axle passes through the end gate. The rider must have a number plate clearly indicating the class to be ridden within the section, or announce to the observer the class to be ridden. The rider must enter the section only after receiving a signal from the observer; the observer shall show a raised, balled fist and announce “rider” in a loud voice to authorize a rider to enter the section. A rider may choose not to attempt a section and have the observer mark his scorecard with five points corresponding to a failure.
- b. Section Penalties. Penalties are assessed by the observer in each section as follows:

Faults	Points
1 fault	1 point
2 faults	2 points
More than 2 faults	3 points
Failure	5 points

- c. Definition of a Fault. A fault is defined as each contact of any part of the rider or his machine (with the exception of the tires, footrest, and engine skidplate) with the ground or an obstacle (tree, rock, etc.). Contact of a foot with the ground is often referred to as “footing.”
- d. Definition of a Failure. A failure is defined by one of the following:
- (1) The machine is moving backwards.
 - (2) The machine touches the ground with either tire outside a boundary.
 - (3) The rider or machine breaks, displaces or rides over or above a marker or marker support with either wheel while in the section.

- (4) The rider dismounts from the machine and has both feet on the ground on the same side or behind the axle of the back wheel of the machine.
 - (5) The rider does not have both hands on the handlebar during a fault, while stationary.
 - (6) The rider receives outside assistance.
 - (7) The engine stops while the machine is without forward motion and the rider is leaning or footing or any part of the machine, with the exception of the tires, touches the ground.
 - (8) The handlebar of the motorcycle touches the ground.
 - (9) The motorcycle does a complete loop, crossing its own track with both wheels.
- e. Additional Penalties.
- (1) Missing a section: 10 points
- f. Obstruction or Balk. If, while riding a section, a rider is hindered by the presence of another person standing in the section, the rider may request that the observer permit a re-ride of the section. Any penalties incurred prior to the hindrance are retained.
- g. Protests. A rider may protest a score in a section, by making a specific protest in writing to the clerk of the course within 10-minutes after the end of the event. The clerk of the course will decide on the merits of the protest, after conferring with the observer in question. A rider may not protest another rider's score. Decisions of the clerk of the course are final.
- h. Overall Scoring and Ties. In each class, the order of finish is determined by the low score. In the event of ties, the rider with the lowest score on observation (independent of any time penalties, if those are used) will prevail. If the riders are tied on observation, the rider with the most cleans will prevail, and if still tied then the rider prevails who has most ones, twos, or threes, in succession. If riders are tied on all points, then the rider prevails who rode farthest into the trial before the first one, or two, three, etc. If still tied on all points, the clerk of the course will organize a "ride-off" in which a special section is designated and the riders ride one time each in turn, repeating the process until one rider has a lower score. A coin flip will be used to determine which rider goes first in the ride-off.
- i. Alternative Scoring. Some clubs may choose to utilize an alternative scoring system at some events. Alternative scoring rules should be announced and clearly explained prior to the competition. Some examples are:
- (1) No-stop rules. This system is often used with vintage trials or classic "English" trials, and requires that the machine maintains constant

forward motion without stopping, under penalty of failure.

- (2) Indoor rules. This system is popular with “indoor” or stadium trials that include manmade obstacles of various types such as pipes, timber structures, inverted dumpsters, car bodies, teeter-totter planks, etc. Typical indoor rules allow the rider to move the machine backwards. The rider may also be required to ride several sections continuously with additional penalties for exceeding a specific time limit. Indoor stadium trials sometimes include a side-by-side race over a series of obstacles with the loser receiving additional penalty points.
- (3) Gate Trials. This system incorporates a series of gates within each section with points associated with each gate. Gates with more difficult obstacles are given a greater point value. The object is to ride the section clean (no faults or failures) while passing through as many gates as the rider is capable of riding. No gate is required for passage; all are optional. The rider accumulates points for all the gates successfully attempted in each section, so long as the section is ridden cleanly from start to end. Any fault or failure within the section results in 0 points for the rider in that section. This system also works well as a team competition, with riders in each team accumulating points for the team with successful rides.

5. Trials Meets, Clubs and Rider Classification

- a. An AMA-sanctioned club will organize a trial competition. Each such club may add supplemental-rules and rider classifications according to local interests. In order to promote similar rider classes across the United States, the following skill levels are recommended:
 - (1) AA: The highest skill level classification at the local club level, comparable to the Expert level at the national championship competitions. Some clubs may use a designation as “Master” or “Champ” and use this class as to determine a club champion for an annual series; some clubs may not have a competition class at this high level and may use the next lower class to determine a club champion.
 - (2) A: A rider at this skill level can readily compete in the national support classes. The rider should have skills at maneuvering the bike by hopping, climbing undercut rock ledges, lofting the front end for “wheelie drops” and other similar techniques that demonstrate expertise in the sport. Often referred as “Expert” skill level.
 - (3) B: A rider at this skill level is competent to participate in the national support classes. The rider should have skills to include an ability to

precisely place the front wheel so as to negotiate obstacles at an angle to the path, even on a steep descent. Often referred to as an “Advanced” skill level.

- (4) C: A rider at this skill level is competent to negotiate steep hills and off-camber turns, can use “unweighting” techniques to clear logs higher than the skidplate, and can climb obstacles of a moderate height so long as a steep drop-off does not immediately follow. Often referred to as an “Intermediate” or “Sportsman” or “Clubman” skill level.
 - (5) D: A rider at this skill level has the ability to attempt the most basic obstacles including logs, rocky terrain, hills of moderate difficulty, and tight turns. Most riders at this level can overcome logs or small rock ledges by lofting the front of the bike but cannot precisely place the front wheel. Sometimes referred to as an “Intermediate” or “Amateur” skill level.
 - (6) E: A novice level rider at the entry level to the sport. Obstacles should be small and generally capable of being ridden over without the ability to loft the front wheel. The emphasis for section layout for this level rider should be on basic turns, simple hills and cambers, and control of the bike. Generally referred to as “Novice” skill level.
 - (7) Youth or Beginner: In order to promote the sport to young riders, it is desirable to have some very simple sections available that can be ridden by beginning riders on small wheeled bikes. Many clubs have youth sections that are on a totally separate and easy loop from the regular trial loop.
 - (8) Other Classifications: Some clubs may include classes specifically for riders of a certain minimum age, or for vintage machines of a certain period.
- b. Annual Club Championship Series. In order to promote a season-long club championship, it is common to have a series of competitions with championship points accumulated in each rider class. The points system outlined below is consistent with the national series for support classes and is recommended for AMA club championships:
- Ranking of riders is determined by counting their best rides in the competitions represented by 1/2 the total number of events plus one. For example, in a 12 round series the best seven rides would count. For an odd number, round down (e.g. best six rides of an 11 round series).

Championship points are awarded as follows:

Position	Points
1	30
2	25
3	21
4	18
5	16
6-20	Decreases 1 point per position
21-29	Decreases 0.1 point per position
30-39	Decreases 0.01 point per position

- c. Club Work Rules. It is recommended that clubs include some means of encouraging club members to host events or to work as observers at select events to help promote events. This not only helps clubs to have well-organized events, but it also helps to encourage club members to participate in the organization and activities of the club. It may be required that each rider competing in the championship series help to organize and observe at least one or more event during the season. Some clubs use a system of awarding bonus points as an incentive for members to observe competition events.
- d. Alternative Systems for Observing and Event Organization. Many small clubs or local groups have alternative methods for organizing a competition and observing.
 - (1) Morning/Afternoon riding. Some clubs break up the groups into morning and afternoon sessions, with some rider classes observing in the morning and riding in the afternoon and vice versa.
 - (2) Group scoring. Some clubs may break into traveling groups of one or more riding classes who ride together with an individual observer accompanying the group to score all the riders in the group.
 - (3) Peer scoring. Small clubs may ride in one or more groups, with the riders of each group scoring each other.
- e. Non-competitive Trials Meets. Motorcycle trials offer a great opportunity for non-competitive events to include riding for fun, practice and social activities. A trials “fun ride” may include designated practice areas with participants offering coaching in riding techniques and practice in specific skills areas. Adventure rides can also be organized, as trials motorcycles are particularly suited to exploring trails in steep, rocky or very technical terrain, and trials tires are easy on the land.

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: $100.9 \text{ dB/A} = 100 \text{ dB/A}$.

An electric tachometer or vibrating reed tachometer shall be used to determine RPM.

B. Test Site

No one should be within 10-feet (3-meters) of the machine other than the rider, the sound meter operator, an assistant to hold the front of the vehicle and one other person directly behind the sound meter operator.

The test area should be a flat, open surface free of large sound-reflecting surfaces within 16-feet, such as a parked vehicle, buildings, signs, and hillsides.

The surface should be free of loose soil, snow or grass higher than 6-inches.

The surrounding sound should not exceed 90 dB/A within a 16-foot radius of the machine during the test.

Always use a windscreen under windy conditions. The stationary test procedure should not be conducted if the wind speed is 20 mph or higher.

If wind is present, the machine should face forward in the wind direction (mechanical sound will blow forward, away from the microphone).

Testing 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: _____

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.
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 - (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: _____

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: _____



2010 AMA RACING

American Motorcyclist Association
13515 Yarmouth Drive
Pickerington, Ohio 43147
AMARacing.com