AMA SPORTS

Governing Pro-Am, Standard, ATV and Youth Competition

2006 RULES

American Motorcyclist Association
13515 Yarmouth Dr.
Pickerington, Ohio 43147
(614) 856-1900
www.AMADirectlink.com
www.ATVAonline.com

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American**Motorcyclist**Association

13515 Yarmouth Dr.
Pickerington, OH 43147
(614)856-1900
www AMADirectlink com

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2006 AMA Sports Rules Governing Pro AM, Standard, ATV and Youth Competition

An exclusive service to members of the American Motorcyclist Association

Foreword

The American Motorcyclist Association takes pride in its long record of achievement as a national body for the sport. Since 1924 the objectives of the Association have been the same: to foster strong and fair competition; to provide reasonable guidelines for the various types of competition; and to provide an impartial competition program.

The rules of competition are intended only as a guide for the conduct of the sport pursuant to uniform rules. Rules directed or related to safety are promulgated to make all persons concerned with safety, but the AMA neither warrants safety if the rules are followed nor compliance with an enforcement of the rules. Moreover, each participant in competition has the responsibility to assess the safety aspects of facilities and conditions, and must assume the risk of competition.

Some recognized districts may have supplementary rules regarding local competition. Contact the AMA for the address of your district office.

Recognized district organizations may submit temporary, locally appropriate supplemental regulations for prior approval by the AMA Sports Department. Supplemental regulations may not be in conflict with national rules and in the event of a protest or appeal, judgment will be based on information contained in the AMA national rules.

HOW TO USE THESE RULES

These rules are to be used for all types of AMA Sanctioned Amateur, and Youth competition. Please use these rules in the following manner:

1. Become familiar with the definitions found in Chapter 1.
2. Know who may ride and how to determine their proper classification, found in Chapter 2.
3. Equipment standards are listed in Chapter 3.
4. Chapter 4 starts with the general rules that are to be used for all types of competition followed by special rules that pertain to each specific type of competition listed. **A special rule takes precedence over the general rule when they differ.** Example: The special rules for motocross found in Section R of Chapter 4 are to be used with and in addition to the General rules at the beginning of the same chapter.
5. The youth rules that are different than the general rules are found in Chapter 5.
6. Your right to file a Protest or Appeal and the procedures involved are in Chapter 6. A list of other offenses can also be found in Chapter 6.
7. Chapters 7 thru 10 explain the points and prizes, sanctions and fees, the duties and responsibilities of the promoter and meet officials.
8. Chapter 11 pertains to ATVs (4-Wheel).
9. Chapter 12 pertains to supplemental Pro Am Motocross and Dirt Track rules.
10. The new years rules become effective February 15.

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WARNING

Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Motor vehicles should never be used by minors without parental consent or supervision.

***New or changed rules**

CHAPTER 1 DEFINITIONS

Abbreviations

AMA American Motorcyclist Association

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 ATV's 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.

CC cubic centimeters

Cu. in. cubic inches

DOT Department of Transportation

OEM Original Equipment Manufacturer

ADULT any person over the age of majority in the state where he lives

AMATEUR RIDERS motorcycle riders not competing for cash awards

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

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.

DUAL SPORT Activity and equipment designed for road and off-road motorcycles. See Chapter 3 Equipment

EVENT any one of the contests in a meet

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 knobbies: 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 22 mm. Tires marked not for highway use are considered Knobbie.

MACHINE one frame and frame number and one engine and engine number. (See Chapter 3, paragraph C. 1, or Chapter 11, 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 wheel only from a single motorcycle engine. The minimum wheelbase is 51 inches; minimum rear wheel 16 inches.

MULTIDAY MEET a single meet type held at the same location on consecutive days with overall awards.

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 which feature motorcycles of 20 years or more

PRO SPORT CLASS a transition class for amateur A riders toward becoming AMA professional riders

PRO SPORT RIDER Holder of a Pro Sport license from AMA Pro racing. Pro Sport riders may compete in their appropriate class in Standard or Pro Am sanctioned meets

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 See Chapter 3, paragraph C, 7b

SLEEVE A cylinder insert

STANDARD MEET a series of events or games in which prizes are limited to trophies or merchandise

SUPER MINI An 80 cc to 105cc motorcycle (see definition of motorcycle) with a wheelbase between 48 and 52 inches and a minimum rear wheel size of 14 inches and a 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. (See figure in Chapter 5, Section C)

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

CHAPTER 2 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.**

A. General

1. All riders, including Sidecar and Buddy seat passengers, in AMA/ATVA sanctioned competition are required to be members of the AMA and/or ATVA Competition Members (AMA associate members may not participate in AMA-sanctioned off-road competition) and their respective recognized district organization (if it so requires). If an AMA District membership in a riders home district is not required, a rider competing outside his home district shall not be required to purchase another districts membership card unless he desires to have his points kept and be eligible for year-end awards in that district. AMA-chartered clubs or promoters may collect contestants AMA membership cards when they sign in and return the cards at the end of the meet. Each recognized AMA district must establish a numbering system for all amateur riders. 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 sex of the entrant. Recognized districts must submit any supplementary regulations to the AMA.
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 (signa-

ture 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, 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, 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. Any unnecessary trouble 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 undertake to 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. An AMA Grand National or Pro Expert professional motocross rider is eligible to compete in amateur competition and is eligible for the cash awards (purse) of the event, but not eligible for district points. In motocross, the Pro Expert rider will not be eligible for any factory contingency awards for the event unless otherwise stated in the contingency program guidelines or rules. Professionally licensed Grand National or Pro Expert riders returning to amateur competition (in like events only) must wait one full year after their professional license expires to be eligible for amateur national competition or year-end district awards. An AMA appeal process is available.
10. Any member subject to disciplinary action by the professional racing division of the AMA, including a permanent revocation and loss of licensure to engage in professional competition, shall be ineligible to participate in any AMA-sanctioned amateur competition.

B. Riders and Classifications

1. Riders shall be classified by the AMA districts on the basis of participation and achievement in the district level competition unless otherwise provided by AMA rules. Rider classification shall be as follows:
   a. A - the highest classification
   b. B - the classification preceding A
   c. C - the classification preceding B
   d. 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. The referee must classify riders as recommended by district organizations.
2. 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.)
3. 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. Appeals from riders without a recognized district organization will be considered by the AMA staff.
   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.
4. 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.
5. Advancement: For rider classification advancement in motocross the AMA National Advancement System must be used by all AMA recognized districts. In unrecognized districts the AMA National advancement System may be applied when inconsistencies or lack of an advancement system exists.

C. Entries

1. All entry blanks must be signed in ink by contestants. 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 an advance entry closing date, and post entries, which can have a higher entry fee, may or may not be accepted. In any case, the conditions of entry must appear in all advertisements.
4. Entrants may be removed from a meet for breaking the 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, then no youth entrant would 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, (i.e., a rider is eleven (11) years old or twelve (12) years old. He cannot be two different ages because of date of birth).
6. The same machine may be used by a youth or amateur entrant in more than one class in youth and/or amateur competition on the same day as long as the machine and rider meets the requirements of the class except as stated in section S Motocross, paragraph 2 for the displacement classes.
7. A rider must actually start the meet to be considered a participant.

CHAPTER 3 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 the General Equipment Standards 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. Newly approved machines are required to have carburetor's that meet the specifications of the minicycle class. *i.e.* Class 1-14mm; Class 2-19mm; Class 3-12mm; Class 4-13mm. 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 15th and must be completed no later than the following March 15th.

a. Manufacturers and distributors must have a sufficient quantity of spare parts to meet customers 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.

*4. To be eligible for a STOCK CLASS, the following cannot be changed or modified: engine, electronics, frame, carburetor, air box, rear suspension, front suspension, swing arm, forks, triple clamps, rim size and exhaust system. Cylinder must retain the original manufacturer's bore. Changes to carburetor jetting is allowed. Material may be added to the existing frame for strength. Parts that may be replaced or added include: fuel filters, gas line, handlebars, cross bar pads, non-metal open ended handguards, serrated footpegs, lower fork leg protectors, spokes and nipples, decals, spark plugs, spark plug caps, sprockets, handlebar mounts. Clutch and brake lever assemblies must be replaced with OEM parts or aftermarket parts of the same basic design and material. Pistons and rings may be accessory items as long as they maintain the stock shape and design of OEM parts. No titanium pistons allowed. Countershaft sprocket covers may be removed. Suspension springs and/or preload may be changed with original manufacturer parts of current or previous year's models,or aftermarket springs of the same rate available from the OEM. Stock class motorcycles and minicycles may be inspected, and changes other than those mentioned above will result in assignment to another class or disqualification. 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.

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

B. Dual Sport motorcycles are motorcycles originally manufactured and sold legal for street usage (i.e., 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 5 db(A) increase over stock levels or current AMA restrictions, whichever is lower. All exhaust systems must include a U.S.D.A. Forest Service approved spark arrestor.

C. General Equipment Standards

Equipment used in sanctioned competition must meet the following standards, except as otherwise specifically provided for in this rule book. **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 in competition with safety.**

1. Engines (Modified Classes)

a. All classes are considered modified unless stated otherwise (i.e. Stock DTX). Motorcycles must use the crank cases of the production motorcycle motor. 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:

(1) V=[pi]R2h=2 indicates the number is squared (pi) is 3.1416; R is 1/2 bore; and h is the measured stroke.

(2) V=B2(.7854)(h); B is bore and h is stroke. (Bore X Bore X 0.7854 X stroke X number of cylinders.)

Note:

(1) If bore and stroke is in millimeters, divide the end product by 1000 to convert to cubic centimeters (cc).

(2) If bore and stroke is in inches, multiply the end product by 16.387 to convert to cubic centimeters (cc).

(a) Piston displacement specifications depend on the type of meet. In sidecar meets, displacement may be as large as 1300cc.

(b) Any crankshaft configuration may be used (180-degree firing, alternate firing, etc.).

(c) Superchargers are prohibited.

(d) 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 ones hand from a handgrip.

(e) Motorcycles must be fitted with a self-closing throttle.

2. All motorcycles must use petroleum-based gasoline as defined by the American Society for test 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. Full gearboxes are not required in sportsman and open class hillclimb meets.

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

5. Brakes

a. Brakes, when required, must be manufactured and installed in a safe and workmanlike manner.

b. Motorcycles in all AMA Sports 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. Motorcycles in road race and motocross competition must be equipped with adequate, operating front and rear brakes. In scrambles competition, motorcycles may be equipped with a front brake, in addition to a rear brake. For hillclimb meets, a braking device for the front or rear wheel must be installed.

e. Front-wheel brakes are prohibited in dirt track and short track events, and ice race events.

f. A sidehack brake is optional in sidecar road racing.

g. Special pedals must be rubber-covered.

h. Brake ventilation is permitted.

6. Wheels and Axles

a. Any type of wheel may be used in meets where brakes are not required.

b. Wheel rims smaller than 16 inches in diameter may not be used. For sidecar road racing, the minimum is 10 inches. In all sidecar competition, rims may not exceed 19 inches. Ice race

and dirt track sidecars have no minimum rim size for the sidecar wheel.

c. Aluminum wheel axles are prohibited in all AMA competition.

d. Sidecar axles may not protrude farther than is necessary to mount two locking nuts.

7. 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) Foot rests and levers

(a) All foot rests must fold back at a 45 degree angle for at least 50 degrees of movement.

(b) Foot rests must have a non skid surface (knurled, serrated, rubber covered etc.)

(c) The length of the foot rest pivot point to the frame, engine or transmission must not exceed two inches and may not be lower than the crankcase or frame, whichever is lower.

(5) 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) On sidecars used in ice racing and dirt tack, the distance between the sidecar wheel and the motorcycle wheels, measured from the center of the treads, must be between 32 and 54 inches, with a maximum sidecar width of 60 inches measuring from the center of the tread on the rear wheel of the motorcycle to the outside of the sidecar. In dirt track the passenger of the sidecar shall have both feet on the platform of the sidecar throughout the race.

(5) Road racing sidecars must have at least one inch of ground clearance above the lowest part of the wheel rim with shock absorbers fully compressed, unless a suitable skid surface is provided.

(6) 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 five inches from the gas tank.

(7) In ice racing, sidecar passengers must be shielded completely from the drive chain, drive wheel and sidecar wheel.

c. Buddy seat equipment shall consist of an adequate seat, footrest and handholds.

8. 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 one-half inch in diameter.

9. 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 one 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 including DTX classes.

10. Gas Tanks

a. Except for motorcycles used in hillclimb, speedway and observed trials, gas tank capacity must be between 5 liters (1.32 gal.) and 24 liters (6.34 gal.). The gas tank must be manufactured and mounted in a safe and workmanlike manner.

b. Leaking gas tanks or fittings, as well as temporary makeshift repairs, are prohibited.

c. Seat tanks are prohibited.

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.

11. 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.

e. No streamlined parts, shells or housings may be fitted for dirt track, short track, scrambles, hillclimb, ice race or motocross.

12. 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.

13. Exhaust System

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 (except Drag Racing and Bonneville Speed Trials) shall have mufflers/silencers which do not exceed the maximum db(A) required by the state where the meet is being held or 99 db(A), whichever is less, measured at half maximum rpm per MIC manual SAE J1287 test at 0.5 meters (20 inches). This rule shall not apply to vintage machines.

Microphone
0.5 meters=20 inches

d. Effective with the 2004 competition season, 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 promoter or club for compliance at any time during an event is an option. Any machine not complying with applicable sound rules may be penalized.

f. When required, spark arrestors shall remain in place throughout the event.

g. This applies to all entrants, including pro riders.

14.Tires

a. The tread pattern of tires in scrambles, short track, dirt track, hillclimb and non-studded ice racing may be regrooved or cut,

provided it is done in a safe and workmanlike manner.

b. Recapped or retreaded tires are prohibited.

c. No rubber or metal studs (or foreign materials) may be added to the tire tread, except for Ice Racing and Hare Scrambles Studded Classes.

d. No paddle tires may be used for hillclimb or motocross.

e. No liquid may be used as a primary tire filler

15. **Number Plates** (except motocross and 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 one 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 a least five-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 to allow top two inches of the front number plate for sponsor or rider name.

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).

16. No radio communication with riders is permitted.

17. All riders should have a working, two 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 allow his engine to be measured or to prepare his motor for measurement is automatically disqualified from the meet.

Participants are solely responsible for the condition of their motor vehicles and personal riding equipment. The American Motorcyclist Association does not inspect or verify the condition of vehicles, clothing or other riding gear and accessories used in AMA sanctioned competition.

E. Competition Apparel

It is the sole responsibility of the rider to select a helmet and apparel which 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 helmet must be worn during all competition. All helmets must be full coverage or full-face models. Helmets must be certified by the manufacturer and have a sticker affixed stating it meets or exceeds DOT 95, DOT 2000, Snell M 2000 or any of the FIM SFI approved certifications. The riders number may be placed on both sides of his helmet (using a contrasting color) to help scoring.

2. In events that are contests of speed, excluding hillclimbs, shatterproof goggles or face shields must be worn at the beginning of events, including practice.

3. Protective pants made of leather or other durable material must be worn in all competition. Protective pants and jackets (in short track and TT events, shoulder pads with long sleeve jerseys may be used in place of a jacket) must be worn for road race, dirt track, short track, speedway and scrambles events.

4. When riding vests or jerseys are used for rider identification, there must be an eight 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.

5. Boots must be worn in all meets. They must be at least eight inches high with either laces, buckles or zippers, or specially designed and constructed for leg and foot protection.

6. A steel skid shoe may be worn. It must have a curved front that extends at least two inches over the toe of the boot.

CHAPTER 4 - 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 staff.

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 chapter 5, section A, paragraph 2a for youth eligibility.

5. At any meet, except speedway and sidecar events, the following applies: The machine must meet the class requirement for engine size. All classes need not be run in any given meet. However, all classes to be run must be listed on any advance advertisements. If there are five or more entries for any class, that class must be run. If there are more than five but fewer than 12 riders in each of any two consecutive classes, these classes may be run at the same time (for separate prizes). In any advertised class with fewer than five entries, the class must be run, scored and awarded but may be combined with a similar ability or equipment class. Sidecar entries must be a minimum of six AMA members and three sidecars.

6. As specified in Chapter 3, 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 at sign up a sign stating, RIDER MEDICAL INSURANCE TODAY, in three-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 Chapter 3) 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 years event at which 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. 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 (i.e. mountain bike, horseback, airplane, by foot, etc.) at any time prior to the start of the meet. If they do, they will be adjudged as having an unfair advantage and will be excluded from the meet.
3. The machine the rider brings to the starting line for his first heat or moto is considered the qualified machine for that days meet in that class.
4. In Motocross and desert events only, if a rider's physical stature is such that he/she can not reach the ground with both feet, blocks may be used but must be removed immediately after the start.
5. 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.
6. A rider must be ready when called to the starting area. If not ready, he is allowed two minutes after the starters call to make minor repairs. Afterward, if he still is not ready, he is excluded from the event. Once an alternate rider has been called to the starting line by the referee, he will not be removed unless disqualified for some infraction. No alternate rider will be placed in an event once it has been initially started by the starter. Additionally, alternate riders may not be placed in an event that must be restarted. Any rider may ask for two minutes to make repairs, but the additional time will not prevent the disqualification of another rider who has used the two-minute limit.
7. Starting methods for dirt track, short track and scrambles:
   a. Two starting lines, two feet apart, are plainly marked for each row. After starting their engines, competitors ride their motorcycles to their assigned starting positions, stopping half a bike length behind the back line and placing their machines in neutral. The width of the track at the starting line determines the number of riders. Each machine must have one meter (3.2 feet) of space.
   b. When the starter ensures that all engines are running and in neutral, and all machines are properly positioned behind the back line, he walks to the side of the track and faces the riders. This is the signal for riders to place their machines in gear, move to the starting line and stop. When all riders are ready, the starter begins the event.
   c. Facilities permitting, the referee may use starting lights, rubberband gate or speedway-type starting gate to assist the starter. All of the starters other responsibilities remain the same.
   d. Any rider whose motorcycle touches the front line before the start will be moved to the penalty line. Riders who jump the line just prior to the start may be disqualified and black-flagged out of the event while the race continues. **In all restarts, a rider at the penalty line must continue to start from the same position on the penalty line.**
   e. All starts, except for time trials, must be standing starts with both wheels on the ground.
   f. If more than one starting line is used, each line must be eight yards behind the preceding line. The penalty line is to be 8 yards behind the last starting line in use.
   *g. Main event riders will select their start positions based on posted order.
   h. Any race stopped with two laps or less completed will require a complete restart in the original positions. (see d. above)
   i. If, in the referees opinion, it is necessary to stop an event after at least 60 percent of the total distance has been covered, the race may be considered completed. Riders will be scored according to their position on the lap preceding the one during which they were red flagged. If, in the referees opinion, it is necessary to stop a race, the race may be considered completed and riders will be scored according to their position on the lap preceding the one during which they were red flagged. At the referees discretion, the race may be resumed and riders will be started in single file in the positions they held on the lap before the event was stopped.
      *(1) Should a race be stopped but not completed, riders must return their motorcycle to the designated work area only, to make repairs. Any rider returning a motorcycle to the paddock will be disqualified.
         *(a) Work periods last four minutes at the red flag/light, except in final events where they are ten minutes in length.
         *(b) Riders continuing to have work performed on their motorcycles past the allotted time period will be placed at the back of the lineup for the restart. There will be no two minute allowances given for further work.
         *(c) All riders must report to the starting line immediately when called or they will be subject to disqualification.
   j. If a race was stopped because riders were down, the first rider down is placed last in the restart, etc., with the last rider down behind the last rider who did not fall. If for any reason a rider does not complete the red-flagged lap, he too will be placed in the rear of the restart in a position respective of his stoppage. If the race is called complete the riders will be scored in the position in which they would have restarted.
   k. A rider who was determined by the referee of the event to be the primary cause for the event being stopped will be required to restart from the penalty line.
8. Meets on closed circuits less than a mile long-except road race, motocross, trials and scrambles will run in a counter-clockwise direction. Under no circumstances may anyone ride a machine in the wrong direction on the track. For this offense, the referee may suspend a rider for the event or for the entire meet.
9. The lead rider must try to stay as close to the inside of a turn as is practical. A rider overtaking another must pass on the outside, unless the rider in front is far enough from the pole to make it safe to pass on the inside. A rider passing on the inside is responsible for any foul that results. After passing on the outside, a rider may not move to the inside unless he has a lead of at least two bike lengths; the penalty for cutting off another rider can be disqualification. None of this rule applies to motocross.
10. 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.
11. 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 riders disqualification.
12. 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.
13. 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.

14. Except in sidecar competition, riding in a prone position is prohibited. The penalty is disqualification.
15. 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.
16. When entering or leaving the pits, a rider must use designated entrance and exit lanes. Failure to do so may result in disqualification.
17. 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.
18. If heat races are used, a rider must start a heat to qualify for the final event.

*19. The race is completed when the leader takes the checkered flag. Finishing position is determined by the number of laps completed and a rider need not take the checkered flag to finish.

C. Flags

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

1. *GREEN*-start of race.
2. *WHITE*-one lap to go until finish.
3. *YELLOW*-caution. When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag. In motocross when a yellow flag is displayed there is no passing or jumping between the flag and the incident that caused the yellow flag. Failure to do so may result in the rider being docked from one finishing position all the way to disqualification from the event subject to the referee's discretion.
4. *BLACK WITH 1-INCH WHITE BORDER*-disqualification of a rider. That rider must report to the referee at once.
5. *LIGHT BLUE WITH DIAGONAL YELLOW STRIPE*-indicates you are about to be overtaken by faster riders. Hold your line and do not impede their progress.
6. *WHITE WITH RED CROSS*-indicates that ambulances, safety vehicles or emergency personnel are on the course. EXERCISE caution. In motocross, arenacross etc, should this flag (red cross) be displayed riders will slow down, maintain position with no passing or jumping until past the incident.
7. *YELLOW WITH THREE RED STRIPES*-oil on the track at that location. (Two-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.

D. 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 requested a recheck within a half-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.

E. Claiming

1. All sanctioned dirt track, short track, scrambles, motocross, road race, hillclimb, 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. Dirt track, short track, and scrambles claims will be for the engine including electronics, carburetion, and exhaust. Claiming prices for dirt track, short track, and scrambles are established in the following schedule:

0-250cc-$4,000
251-504cc-$8,000
505-Up (single)-$8,000
750cc Multi-cylinder-$17,500

Vintage 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. A claim must be accompanied by cash, certified check or bank draft. 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, a drawing will be held 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.

F. Arenacross

General

1. Arenacross is held in an arena or other confined area on a man-made track. Arenacross uses a heat-final type of program.
   a. Supplementary rules are available from AMA headquarters.
   b. In any heat or final race at an arenacross, the promoter may limit the number of machines to a maxium of 16.
2. Classes
   a. Any of the following classes may be included at a Arenacross, but they must be run as advertised. A rider and the machine must meet the requirements of the class entered.
      (1.)No motorcycle may be entered by the same rider in more that one engine displacement class of the following classes 1, 2 or 3.

A Class	Engine Size
1.	0-110cc 4-stroke automatic (ages 12 and up)
2.	100-125cc 2-stroke 126cc -250cc 4-stroke
3.	126-250cc 2-stroke 251cc -450cc 4-stroke
4.	Plus 25 (25 Yrs & over) 86cc-Open Veterans (30 Yrs & over) 86cc-Open Senior (40 Yrs & over) 86cc-Open
5. Women	80cc-Open

B Class	Engine Size
1.	0-110cc 4-stroke automatic (ages 12 and up)
2.	100-125cc 2-stroke 126cc -250cc 4-stroke
3.	126-250cc 2-stroke 251cc -450cc 4-stroke
4.	Plus 25 (25 Yrs & over) 86cc-Open Veterans (30 Yrs & over) 86cc-Open Senior (40 Yrs & over) 86cc-Open
5.	Women 80cc-Open

      (2)In addition to the preceding classes, the AMA also recognizes the C classes for Arenacross as Class#1: 100cc-125cc 2-stroke, 126cc-250cc 4-stroke; Class #2: 126cc-250cc 2-stroke, 251cc-450cc 4-stroke.

   *b. Rider classification see Motocross section B. Rider Classification.

***G. Dirt Track and Short Track**

1. Dirt track races are run on specially prepared flat or banked oval tracks more than 2,250 feet in circumference (measured 18 inches from the pole). A short track course is less than 2,250 feet in circumference. Handicap and scratch-type events may be included in a short track meet. The use of knobby or motocross tires is at the

promoters option and must be advertised in advance.

2. Events are divided into the following classes, but not all classes need be run if advertised in advance. In standard meets, classes may be included to allow advancement points to be earned in the 250cc, 500cc, 600cc, 750cc and 883 classes.

*Class	Engine Size
1	86cc - 125cc
2	86cc - 125cc 4 stoke only
3	126cc - 200cc
4	126cc - 200cc 4 stoke only
5	201cc - 250cc
6	201cc - 250cc 4-stoke only
7	251cc - 450cc
8	401cc - 505cc
9	506cc and over
10	Veteran (30 Yrs and over) 201cc-open
11	Senior (40 Yrs and over) 201cc-open
12	Super Senior (50 Yrs and over) 201cc-open
13	Vintage (Pre-1975)
*14	Modern Vintage(Pre-1982)

DTX Classes

1	52cc-65cc
2	66cc-85cc
3	86cc-125cc
4	126cc-250cc
5	251cc-500cc

3. DTX Rules
   a. All motorcycles/minicycles must be approved by the AMA for DTX competition.
   b. No modifications may be made to the main frame or swing arm.
   c. Front and rear suspension may be modified to lower the bike.
   d. The engine must remain externally stock and must be the engine supplied with the approved model.
   e. The stroke may not be altered. The cylinder and head must be the same as supplied by the manufacturer.
   f. The front fender may be removed and the front # plate may be removed and replaced with traditional Dirt Track style rectangular # plate, but otherwise, body work, including seat pan (foam may be modified) must remain complete and unmodified except for paint. Handlebars, grips and levers may be changed.
   g. Front brake may be retained for (TT) scrambles racing; must be removed or disengaged for dirt and ice racing.
   h. Any standard production tire that is available through normal commercial channels will be accepted. (Knobby tires, promoters option).
   i. Rear stock wheel rims may be replaced. Entire front wheel assemblies may be changed.
   j. Numbers must be as per the current AMA Sports competition rules. All other rules will be as per the current AMA Sports competition rules.
   k. Stock carburetor and stock air box must be utilized (jetting permitted).
   l. Exhaust system may not emit a sound louder than 99db(A) measured at 20 at half maximum rpm.
4. Sidecar Classes
   a. 86cc-650cc overhead cam including 750 twin vertical pushrod motors and all 2-cycle engines, single or multi-cylinder.
   b. 651-Open
5. The race is completed when the leader takes the checkered flag. Finishing position is determined by the number of laps completed, and a rider need not take the checkered flag to finish.
6. All supplemental rules for the Dirt Track Grand Championship will be printed in the AMA rulebook and placed on the AMA website by January 1.

H. TT Scrambles

1. A TT scrambles is held on an unpaved, prepared course. A scrambles is intended more to test a riders skill than the motorcycles speed. The course must be less than two miles long and include left and right turns. Hills, jumps and natural terrain are permitted. The course must be at least 20 feet wide and include wide turns or escape routes at the end of fast straightaways.
2. Knobby tires are at the promoters option and must be advertised in advance.
3. Any of the following classes may be run, but must be run as advertised.

*Class	Engine Size
1	86cc - 125cc
2	86cc - 125cc 4 stoke only
3	126cc - 200cc
4	126cc - 200cc 4 stoke only
5	201cc - 250cc
6	201cc - 250cc 4-stoke only
7	251cc - 450cc
8	401cc - 505cc
9	506cc and over
10	Veteran (30 Yrs and over) 201cc-open
11	Senior (40 Yrs and over) 201cc-open
12	Super Senior (50 Yrs and over) 201cc-open
13	Vintage (Pre-1975)
14	Modern Vintage(Pre-1982)

A rider may enter any three classes, as long as his machines meet the requirements of each class.

4. Events are run a specified number of laps, and finishing position is determined by the number of laps completed. A rider need not take the checkered flag to complete an event. The race ends when the leader takes the checkered flag.

I. Ice Race

1. An ice race is run on a prepared ice-covered oval no greater than one-half mile long, as measured 18 inches from the pole.
2. Events will be according to the following classes, but not all classes need to be run if advertised in advance.

NON STUDDED CLASSES	ENGINE SIZE
1	86cc - 250cc Rubber Solo
2	251cc - Up Rubber Solo
3	86cc - 360cc Rubber Sidecar
4	361cc - 505cc Rubber Sidecar
5	506cc - Up Rubber Sidecar
STUDDED CLASSES	
1	0cc - 85cc 7-11 Years Solo
2	0cc - 85cc 12-15 Years Solo
3	86cc - 200cc Solo
4	201cc - 250cc A Solo
5	201cc - 250cc B Solo
6	251cc - 450cc Solo
7	451cc - 505cc A Solo
8	451cc - 505cc B Solo
9	506cc and Up, single cylinder Solo
10	501cc and Up, twin cylinder Solo
11	Senior 40 years and Over Solo
12	86cc - 360cc Studded Sidecar
13	361cc - 650cc Studded Sidecar
14	651cc - Up Studded Sidecar

3. No traction devices are permitted on boots.
4. In studded tire classes, studded tires are permitted and protective front and rear fenders are necessary, extending at least 90 degrees from a vertical line drawn through the axle. Studs must be sheet metal screws between sizes #7 and #10, with a hexagonal head and one screwdriver slot. These studs must be screwed into the tire from the outside and may not protrude more than 3/16 inch from the outer edge of the tire. No screw modifications are allowed.
5. Tire cutting or regrooving is not permitted in studded classes.

6. Sidecars must be equipped with tether-type kill switches-not buttons or other types of switches-and the cord must be fastened directly around the drivers wrist, not to his clothing.
7. In sidecar events, only the rear wheel of the motorcycle may be driven by the engine.

Warning-Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Motor vehicles should never be used by minors without parental consent or supervision.

J. Drag Race

The following are intended as guidelines only; the rules of AMA-affiliated organizations will apply to their meets. There is no appeal of referees decisions at these meets.

1. Drag races may be either time trials or a final race between two contestants from a standing start to finish line over a measured distance. The course is no longer than one-quarter mile in length and must be perfectly straight with a hard, smooth surface. There must be sufficient distance beyond the finish line (a minimum of one-half mile) to allow a safe stop.
2. Frames and engines are classified separately as Formula A or Formula C. Formula A is unlimited in design; Formula C must meet the equipment standards of Chapter 3, Section D. The only other equipment requirements are as follows:
   a. Each motorcycle, regardless of class, frame or engine, must:
      (1) Have a hand-operated, self-closing throttle.
      (2) Have the top run of both front and rear chains covered by chain guards of sufficient strength. These guards must curve downward over both front and rear sprockets to a point at least 45 degrees from a vertical line bisecting each sprocket.
      (3) Transmit power only through the rear wheel.
      (4) Have a steering dampener, unless the manufacturers original was not equipped with one.
      (5) Have all fuel lines securely wired or clamped at each end. A fuel shut-off must be mounted at each tank outlet.
      (6) Have operating front and rear brakes.
      (7) Have provisions to protect the rider from coming in contact with the rear tire.
      (8) Use an engine produced by a motorcycle manufacturer.
   b. Drag racing is open to two-wheeled motorcycles and ATVs.
   c. Gasoline and open-fuel classes will be run when there are sufficient entries for a contest.
3. Dragster Division
   a. Classes are determined by total cylinder displacement and include:

Class	Displacement
AA/DB	901cc and up
AB/DB	751cc - 900cc
AC/DB	501cc - 750cc
AD/DB	251cc - 500cc
AE/DB	86cc - 251cc

   b. Bicycle wheels are prohibited; front wheels must have a minimum cross section of two inches.
   c. Machines in this division must pass inspection by the referee-appointed Technical Committee which will consider quality of workmanship, and safety standards applicable to motorcycles capable of speeds in excess of 140 mph.
4. Modified Stock Division
   a. Motorcycles in this division are street-legal machines that have been modified. Classes are determined by total cylinder displacement and include:

Class	Displacement
A/S	901cc and up
B/S	751cc - 900cc
C/S	501cc - 750cc
D/S	251cc - 500cc
E/S	86cc - 250cc

   b. The only frame alterations permitted are modifications to front-end rake and trail. Manufacturers street-legal equipment may be substituted with other, lighter street-legal equipment.
   c. No solid front forks are allowed. Rear shocks, however, may be replaced by solid struts of sufficient strength.
   d. Handlebars may be changed, but must be installed in a workmanlike manner. The distance from the center of the steering head to the end of the handlebar must be at least 12 inches.
   e. Gas tanks must have at least a one-gallon capacity. Gas tanks may not be incorporated as a frame member. If an oil tank is required, it must have at least a two-quart capacity.
   f. Machines must be equipped with working head and tail lights.
   g. Operating starting systems—kick start or electric start—are required. Machines must not be bump started or otherwise assisted in starting.
   h. Rear tires must have street-legal tread; drag slicks are not permitted.
   i. An actual seat must be firmly attached to the motorcycle. A padded frame or other seat substitution is prohibited.
5. Stock Division
   a. Motorcycles must be entirely street legal, down to the license plate, and must be ridden to the meet. Classes, based on total displacement, include:

Class	Displacement
A/S	901cc and up
B/S	751cc - 900cc
C/S	501cc - 750cc
D/S	251cc - 500cc
E/S	175cc - 250cc
F/S	86cc - 175cc

   b. Air filters may be removed and carburetor jetting changed, but stock carburetor's must be used. Gearing may be changed.
   c. Handlebars may be changed, although clip-ons and high bars (over 15 inches high) are not permitted.
   d. The engine may not be altered. Maximum overbore is .080 inches.
   e. Styling modifications are permitted, such as a modified seat (provided it is street legal) and shortened front fender (as long as it extends at least one inch in front of the leading edge of the fork).
   f. Unnecessary equipment such as rear-view mirrors, windshield and saddlebags must be removed for competition. Fairings used in this division must be produced by a recognized manufacturer and advertised for the street motorcycle being raced. If the fairing has not been produced in quantities of 100 or more, it will not be permitted.
   g. Machines in this division must run on gasoline; no fuel category is permitted.

K. 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:
      Emergency check - the same as a secret check, except that minutes and seconds are recorded and used for breaking ties.
      Gas available - a gas station, or a location where a riders own fuel is provided.
      Gas stop - a place designated on the route sheet by mileage and the words gas stop.
      Known control- a timed check point whose location is known to all participants.

Observation check - an unknown checkpoint where no time penalty is recorded.
Secret check - an unknown, timed checkpoint.
Timed check - any secret check, emergency check or known control.
Start Control - a timed checkpoint designating a starting or a release point. A point whose mileage and keytime 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.

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 half-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 score card, the cards of trophy winners may be checked against the backup sheets. Discrepancies between the score card and the backup sheet must be ruled on by a three-person committee that includes the referee. 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 Chapter 2, Section B.3, an A rider may ask to be reclassified as B through the AMA home office and begin accumulating B advancement points at 50 points.

c. Points are awarded using a chart based on the total entries. To be eligible for promotion points a rider must finish the event within his/her allotted time.

See Promotion Point Chart (Appendix D)

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

	TYPE	ENGINE
Any	Solo	86cc to 100cc
engine	Solo	101cc - 125cc
type	Solo	126cc - 200cc
	Solo	201cc - 250cc
	Solo	251cc - 500cc
	Solo	501cc and up
	Solo	4-Stroke-Any size
	Sidecar	Any size
	Buddy Seat	Any size
	Veteran	30 years
	Senior	40 years
	Super Senior	50 years
	Master	60 years
	Women's Division	Any size
	Dual Sport	Any size

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 3 Equipment.

d. National AA classification (Pro)

Riders finishing in the top 15 of the preceding years 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 an Pro rider for the calendar year. District organizations that want to establish an 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 U.S. Forest Service-approved spark arrestor, 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 local and state laws and regulations, including speed limits. At the request of an official of the meet, a rider must show a valid drivers 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 an 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 motorcycles 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 ones 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 two miles before nor less than three 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 riders time and number on the backup sheet and one shall mark the riders score cards. It is the riders responsibility to ensure that his score card 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 score card 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 one-tenth 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 of a mile as measured from the last known mileage. If a protest is filed on the mileage at that point, the average of three motorcycles odometers will be used to determine the mileage in question. Preferably, the three motorcycles will include the protesters 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 one 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 from the last known mileage 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.

(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, two riders receive second place points because of a tie, the next placing rider receives fourth place points. Emergency points are calculated from the 30 second mark of a riders 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 score card 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.

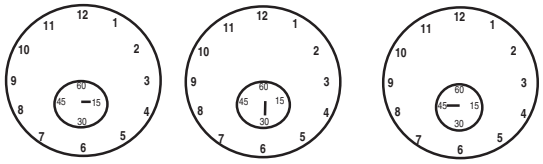
(3) A rider will be penalized 1 point for every minute he is late leaving the starting control. Because of traffic or other conditions, final scoring may be completed at a secret check prior to the finish control.

(4) At a known control, a rider will be penalized 1 point for every minute he is late in arriving. A rider leaving a known control before his scheduled departure time will be penalized 2 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 2 points for the first minute he is early, 5 points for each additional minute early and 1 point for each minute late arriving at a secret or emergency check.

(6) When a tie must be broken, a rider will be penalized 1 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 riders 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 one 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, over one hour shall mean 60 minutes and 59 seconds.

5. National Enduro Championships

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

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 on a riders finish within his equipment classification.

b. The Overall National Enduro Championship will be decided by the points accumulated in all events held in the series. The remaining national classes will be decided by the points accumulated at 3 less than the total number of events held in the series. Ties are broken by comparing the number of first, second, third, etc. finishes, until the ties are resolved.

c. To determine the top 20 positions it may be necessary to score riders who did not finish the run. In such a case, the riders finishing position is based on the number of checkpoints he reached and his score to that point. (Note: See 4 b.(8) for clarification.)

d. Minimum mileage for a National Enduro is 85 **actual ground** miles.

e. At Nationals, all AA riders start one minute apart, beginning with the previous years champion at row 21, 2nd on row 22 and continuing on until all AA competitors have started, including riders electing to ride the AA class that were not in the top 15 overall the previous year.

f. National Championship Enduros must have an advance entry closing date no less than seven days before the meet.

g. All A riders are accepted up to the closing date. The balance of the field is to be made up of the earliest additional entries received.

h. B riders entering the A class at a National Enduro immediately advance to A class.

i. Markers used at Nationals must be approved by the AMA.

j. At National Enduros, speed changes are recommended but not required.

k. Promoters of National Enduros must perform a sound test. Failure to do so will result in cancellation of the organizations application for a National the next year. Have additional tech inspection during the run (location unknown to riders) including a sound test. Machines that do not meet sound requirements will be disqualified.

l. If any error in flip cards is discovered at a National Enduro checkpoint, the check reverts to observation status.

L. Reliability Enduro (ISDE Qualifier)

1. A Reliability Enduro is a meet designed to measure the reliability of the machine and the skill of the rider involved during the time of the event. The rules of participation will be the same as the FIM rules used in enduro competition. When public roads are used, all traffic laws, including speed, must be observed and anyone who receives a citation for a moving violation will be disqualified.

a. Definitions:

IMPOUND AREA: A restricted and secure area used by the organizer to prevent access to the participants machine by everyone during non riding hours.
WORK AREA: A designated area where the riders may work on the machines directly adjacent to the impound area and the start area.
TIMED CHECKS: Selected points along the route at which a riders progress is measured against the promoter supplied route schedule.
OUTSIDE ASSISTANCE: All repairs and work done on any machine must be done by only 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 CHECKS: The riders 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 (1) 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 one 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 riders skills allow and will be timed on a basis of one (1) 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. U.S.D.A. 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 both 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 (i.e. replaced 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 driver himself is allowed to work on his machine.
6. EVENT SCORING:
   a. Gold Medals will be awarded to drivers whose total number of points do not exceed 10% of the number of points achieved by the first (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 = 1 point

PENALTIES:

STARTING LATER THAN ORIGINAL SCHEDULE TIME - 60 points per minute late.
EARLY ARRIVAL AT A TIME CHECK - 60 points per minute
LATE ARRIVAL AT A TIME CHECK - 60 points per minute late.
STOPPING BETWEEN YELLOW FLAG AND CONTROL TABLE AT TIME CHECK - 60 points.

EXCLUSION:

SMOKING IN PARC FERME OR WORK AREA
MISSING ANY MARKED PARTS
STARTING ENGINE IN PARC FERME, WORK AREA OR STARTING ENCLOSURE BEFORE SIGNAL IS GIVEN.
REPLENISHMENT OUTSIDE OFFICIAL AREAS OR CARRYING FUEL OUTSIDE THE FUEL TANK.
ACCEPTING OUTSIDE ASSISTANCE.
UNAUTHORIZED COMMUNICATION WITH ACCOMPANYING PERSON.
BEING ACCOMPANIED BY ANOTHER DRIVER.
DRIVING OUTSIDE THE ROUTE, DRIVING IN THE WRONG DIRECTION, NOT OBSERVING THE MARKED ROUTE.
NOT OBSERVING TRAFFIC REGULATIONS,RECEIVING A MOVING TRAFFIC VIOLATION CITATION.

NOT HANDING IN THE TIME CARD AT THE FINISH OF THE DAYS RUN, ALTERING OR USING ANOTHER CARD.
LATE ARRIVAL AT A TIME CHECK EXCEEDING 60 MINUTES FROM ORIGINAL SCHEDULED ARRIVAL TIME.
MISSING A TIME CHECK OR ROUTE CHECK.
PRACTICING ON THE COURSE OR SPECIAL TEST.
GREATER ENGINE CAPACITY THAN STATED ON THE ENTRY FORM.

ISDE TEAM SELECTION PROCEDURES

A letter of intent and $40.00 fee is 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.

1. Riders are to be selected based on the qualifying process established by AMA staff and the recommendations of the ISDE Board of Directors.
2. The qualifying process will be available from the AMA and will be posted on the AMADirectlink.com web site each year at the beginning of the season.
3. 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.
4. Riders may alter the cc displacement to move up or down for the ISDE and qualifiers.
5. **IMPORTANT!** Ecology tires will not be required for qualifiers; however, knobby height will be limited to 13mm at the ISDE.

M. Closed Course Enduro

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

1. The course is three or more miles long and is covered two or more times by the rider.
2. No two-way travel by contestants is permitted anywhere on the course.
3. All checks will be timed as secret checks, including the final check of each lap.
4. All checks must be at least one mile apart. Checkers remain in the same position for each lap.
5. To avoid an abundance of tie scores, the schedule set by the promoter should be maintainable only by the best riders.
6. 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.

N. 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.

O. 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 one 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 half-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 at which the rider must stop 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 two 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.
*2. Events run the following classes, although not all classes need be run if advertised in advance.
   Class 1 86-100cc
   Class 2 101-125cc
   Class 3 126-200cc
   Class 4 201-250cc
   Class 5 251-Open
   Class 6 Veteran (30 yrs. and over)
   Class 7 Senior (40 yrs. and over)
   Class 8 Super Senior (50 yrs. and over)
   Class 9 Master (60yrs.)
   Class 10 Women (86cc-Open)
   Class 11 4-Stroke
   Class 12 ATV
3. Riders must comply with local laws and regulations as outlined on the entry blank.
4. The National Hare and Hound champions will be decided by the points accumulated at two less than the total number of events held in the series. Ties are broken by comparing the number of first, second, thirds, etc., finishes until ties are resolved.

***P. Hare Scrambles**

1. A Hare Scrambles 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's and Youth the length can be at promoters 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.
2. 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 ATV's, minicycles or motorcycles may be run at the same time on the same course.
3. Gas checks are not required.
4. 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 promoters 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. Such checks should be manned by experienced checkers to avoid bottlenecks at checkpoints.
   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 riders 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.
   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 and layout of the course, but it must be specified at the riders meeting.
   *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 4 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 -100cc
2	101cc-125cc
3	126cc - 200cc
4	201cc - 250cc
5	251cc - Open
6	Women's (86cc - Open)
7	Veteran (30 yrs. and over)
8	Senior (40 yrs. and over)
9	Super Senior (50 yrs. and over)
10	4-Stroke (86cc - Open)

8. National Hare Scrambles Championship
   A maximum of 12 National Hare Scrambles are run, with no more than five per region. (The three regions are the same as those defined for National Enduro competition.) National championships are decided by the points accumulated in 2 less than all events held in the series.

Q. Hillclimb

*1. A Hillclimb is a series of trials against time or distance, or a series of match races against time or distance, on a specially prepared hill. The starting line must be on a level surface at the bottom of the hill, 20 to 30 feet from the timing line. The finish must be at least 20 feet below the crest of the hill, and marked with a lime line that is to remain visible throughout the competition. Both edges of the course must be marked safely, without using stakes. Additional width may be allowed if riders are descending and climbing on the same side of the hill. Hills must be at least 30 feet wide.
2. Motorcycles are classified as the following:
   a. Sportsman-limited to motorcycles meeting equipment standards in Chapter 3, Section C. Motorcycles in this class are not limited to .080 overbore. All motorcycles bored beyond .080 over manufacturers specifications will run in the class of the modified engines displacement.
   b. Open multi-cylinder motorcycles that do not conform to Sportsman standards. In this class, multi-cylinder motorcycles of all engine sizes run without handicap.
3. Events run the following Sportsman classes, although not all classes must be run if advertised in advance.

Class	Engine Size
1	86cc - 125cc
2	126cc - 200cc
3	201cc - 250cc
4	251cc - 450cc
5	451cc - 600cc
6	86cc - 600cc four-stroke only
7	601cc - 750cc
8	Open Class including 751cc and Up
9	Riders 40 yrs. on any size machine
10	86cc-400cc (engine in matching frame, stock wheelbase)
11	Open 401 cc and up (engine in matching frame, stock wheelbase).
12	Super Senior: Riders over 50 on any size machine.
*13	Women's: 86cc-Open

   a. Non-point paying exhibition classes will not be counted toward the class number limit for hillclimbers.
4. Equipment Standards
   In addition to standards described in Chapter 3, Section C, hillclimb machines also must meet the following requirements:
   a. Transmission and Gearing
      (1) There is no limitation on gearing. Full gearboxes are not required. See Chapter 3, Section C regarding sprockets.
   b. Frame
      (1) Aftermarket frames and swingarms are permitted. Swingarms may be extended without moving the machine into the Open class.
      (2) Tire chains are not permitted.
      (3) Installing an engine from a motorcycle into a minicycle frame or a frame indicated by the manufacturers as a minicycle frame will not be permitted.
   c. Motorcycles must be equipped with a dead-man kill switch that will stop the engine when the rider dismounts or falls.
   d. Hillclimb machines may not be equipped with devices that will aid the rider in keeping both wheels on the ground.
   e. Motorcycles must be equipped with a braking device that operates on at least the front wheel.
   f. There is no minimum gas tank size. However, tanks must be mounted securely and have a shutoff valve.
   g. The maximum wheel rim width is five inches, measured at the outside of the tire bead mounting surface. Only one rear tire is permitted.
   *h. Hillclimb motors may be bored or stroked .080 oversize from stock, without advancing to higher displacement class. Motorcycles which have had later model cylinders installed which do not increase the displacement beyond the class displacement limit, will be allowed the same .080 overbore from that new displacement.
   i. No paddle tire may be used for hillclimb. A paddle tire is a tire in which the ridges (paddles-knobs-ribs) crossing the tire at any angle are as wide as the primary tire (sidewall to sidewall) with no gaps along the length of the ridge, as originally sold by the distributing manufacturer. Additionally, if the manufacturer calls it a paddle tire then it must be considered as such, even if modified.
5. An electric timer must be used for scoring. If the timer starts the clock, but fails to stop the clock, or if the clock does not start and the rider successfully reaches the finish line, the rider may choose to take the full distance of the hill or ride again. If the clock does not start and rider does not reach the finish line, distance will be

recorded and no rerun opportunity will be given.

6. If possible, each rider is given two rides, barring problems caused by lack of daylight, weather or equipment malfunctions. If a rider is not ready within two minutes of his name being called, it will be considered a ride. Finishing positions are determined by the competitors best single ride. Ties are broken by a one-run ride-off between those competitors who are tied.
7. A hillclimb attempt ends when the motorcycles forward progress stops while the rider is still on the machine. A rider may not dismount and push, nor may he use his feet to push. Measurement is taken from the starting line to the center of the front wheel where the motorcycle stops.
8. No one may ride on the hill less than 10 days before a national amateur event.

R. European Hillclimb

1. A series of trials against time and/or distance, or a series of match races against time and/or distance on a paved or graded road surface ascending a hill.

S. Motocross

1. General
   a. Motocross is conducted on a closed course that includes left and right turns, hills, jumps and irregular terrain. If possible, a motocross course should be laid out over natural terrain, and high-speed sections should be avoided.
   b. The course must be between one-half mile and 1 1/2 miles long, with a minimum width of 20 feet. The starting area should face up grade when possible and be free of humps, jumps, gullies and hard-to-see irregularities.
   c. A stadium motocross is held in a stadium or other confined area on a man-made track. Stadium motocross uses a heat-final type of program. Supplementary rules are available from AMA headquarters.
   d. In any heat or final race at a stadium motocross, the promoter may limit the number of machines to a maximum of 25.
2. Classes
   a. Any of the following classes may be included at a motocross, but they must be run as advertised. A rider and the machine must meet the requirements of the class entered.

A Classes	Engine Size
1	0 - 110cc 4-stroke Automatic (ages 12 and up)
*2	100cc - 144cc 2-stroke 126cc - 250cc 4-stroke
*3	145cc - 250cc 2-stroke 251cc - 450cc 4-stroke
4	251cc - 500cc 2-stroke 390cc-650cc 4-stroke
5 Plus 25 (25 Yrs. & Over)	86cc - Open
Veteran (30 Yrs. & Over)	86cc - Open
Senior (40 Yrs. & Over)	86cc - Open
6 Women	80cc - Open

*By boring only stroking is not allowed.
*144cc achieved by boring only on homologated 125cc OEM machines

B Classes	Engine Size
1	0 - 110cc 4-stroke Automatic (ages 12 and up)
*2	100cc - 144cc 2-stroke 126cc - 250cc 4-stroke
*3	145cc - 250cc 2-stroke 251cc - 450cc 4-stroke
4	251cc - 500cc 2-stroke 390cc - 650cc 4-stroke
5 Plus 25 (25 Yrs. & Over)	86cc - Open
Veteran (30 Yrs. & Over)	86cc - Open
Senior (40 Yrs. & Over)	86cc - Open
6 Women	80cc - Open

* By boring only stroking is not allowed.
*144cc achieved by boring only on homologated 125cc OEM machines

*(1) In addition to the preceding classes, the AMA also recognizes the C classes for motocross in Class #2 through #4 only.

b. Rider Classification
   (1) Rider classifications shall include A, B and C as indicated in Chapter 2, Section B, paragraph 1 of these rules.
   (2) Riders advance from one rider classification to the next higher classification based on their Rider Performance Value (RPV).
   (3) A rider may choose at any time to advance to a higher rider classification.
   (4) A rider may not return to a lower classification without AMA approval.
   (5) Riders are responsible to enter only classes in which they are eligible. See Chapter 6, Section B paragraph 5b for the penalty.
   (6) A rider may ask to be reclassified as described in Chapter 2, Section B paragraph 3 of these rules.

c. National Advancement System
   (1) Riders will receive advancement points for participation in all AMA sanctioned motocross, arenacross, stadium motocross (or any similar activity) meets. AMA riders advance from one classification to the next through their successful participation in AMA sanctioned meets. Advancement criteria will be reviewed annually by the Motocross Committee of AMA Congress or as needed by the Executive Committee.
   (2) Riders will be advanced at the end of each year effective December 31st.
   (3) Riders who participate in a higher level classification at any AMA or non AMA track will be considered as advanced to that classification.
   (4) All "C" riders carrying an RPV of 10 or higher at year end will be advanced to the "B" class.
   (5) All "B" riders carrying an RPV of 15 or higher at year end will be advanced to the "A" class.
   (6) Rider Performance Value (RPV)
      (a) To be considered for advancement a rider must have a minimum of 6 points paying class finishes within the riders classification. However, the RPV for each class will be calculated separately.
      (b) Riders will earn performance points based on their finishes at each meet according to the following schedules:
         (1) Class with 4-20 entries

Finish	Points
1st	20
2nd	16
3rd	13
4th	11
5th	10
6th	9
7th	8
8th	7
9th	6
10th	5
11th	4
12th	3
13th	2
14th	1

         (2) Class with 21 entries

Finish	Points
1st	30
2nd	25
3rd	21
4th	18

5th 16
6th 15
7th 14
8th 13
9th 12
10th 11
11th 10
12th 9
13th 8
14th 7
15th 6
16th 5
17th 4
18th 3
20th 1

Example: A rider has 18 class entries. He earns 256 points combined in 15 of those classes and no points in the other three. To calculate the RPV the total points earned (256) are divided by the total number of class entries in which points were earned (15). 256 divided by 15 = RPV of 17.06. The rider's RPV of 17.06 exceeds the 15 point cutoff and he is advanced to the "A" class.

(7) If a rider is from a district without recognized C classes, the rider will not be considered for C class if they competed in any form of motorcycle or minicycle racing prior to 2004.

(8) If a rider lives within an AMA Recognized District with official C classes the following guidelines are to be used by the District when first determining the rider's eligibility for the "C" class:

(a) No rider is to be classified as a C rider if the rider competed prior to the current racing season,unless he normally finished in the lower 30% of the B or senior mini events entered.

(b) No rider is to be classified as a C rider if that rider has ever been classified as an A or Expert rider.

(c) No rider is to be classified as a C rider if that rider has qualified for the AMA Amateur Nationals in any previous year in any class.

(d) No rider is to to be classified as a C rider if that rider is receiving or has ever received any type of OEM factory support in any class.

(9) Riders between the ages of 12 and 14 riding in the "B" class and have met the R.P.V. requirements cannot be forced to advance to the "A"class until January 1 following their 15th birthday. Riders in this age group may advance on their own ability/competence.

d. The machine at the starting line for the riders first moto is *considered the qualified machine for the meet in that class. Only the machine that is considered the qualified machine will be allowed on the track for a sighting/parade lap. In any case a rider is not allowed to switch machines after the start of sighting/parade lap.

e. Under penalty of disqualification, a rider may not use more than one machine in any class.

f. The same motorcycle may be ridden by more than one contestant, as long as the riders are entered in different classes (i.e., 125A and 125B).

g. For each class, the recommended program is two 15-minute motos.

3. Scoring

a. Riders earn points in each moto according to their finishing positions. A rider must finish at least one moto to receive an overall finishing position.

b. Points awarded per moto are 1 point for first, 2 points for second, 3 points for third, etc. The rider accumulating the fewest points after both motos is the overall class winner. In case of a tie, the winner is the rider with the better finishing position in the final moto.

c. When the winner receives the checkered flag, the race is considered complete and all riders who take the checkered flag and have completed half the laps of the winner are scored according to their position and number of laps completed as of the final lap. A rider who did not finish or who completed fewer than one-half the number of laps of the winning rider and did not take the checkered flag receives points corresponding to the total number of riders entered in the class with a minimum of 20 points. A rider who did not start will receive a score equal to the total number of riders plus 30 points. No rider will be allowed to make up lost laps after the checkered flag. However, the scorers will allow riders five minutes to finish the lap.

d. At the sole discretion of the referee a class may be scored from one moto only.

4. Starts

a. A mechanical device is used to start a motocross event—a rubberband, gate or, when facilities permit and with the referees approval, electronically controlled starting lights.

b. At the starting line, the course must allow one meter (3.2 feet) of starting space for each machine.

c. Rubberband Starts

(1) An elastic restraint is stretched from either end of the starting area to a center post.

(2)Three feet behind and parallel to this restraint is a ditch approximately 9 inches deep and 18 inches wide, where the motorcycles front wheels are placed.

(3) A penalty line, marked with lime, is two feet behind the restraint.

(4) Any rider crossing the penalty line before the restraint is released will be penalized one lap.

(5) A two-minute warning is given, followed by a one-minute signal. If necessary, the starter may stop the countdown, then restart the count at one minute. At the end of the one-minute period, the restraint is released and the race begun.

d. When a rider chooses their location on the starting line, they may not change that position.

5. False Starts

a. An official must be stationed at the side of the course, under orders of the Starter or Referee.

b. In the event of a false start, which will be indicated to the Starter by a pre-arranged signal, the Starter will display a red flag to stop the race as soon as practical.

c. In the event of a rider jumping the starting device, he shall be penalized one lap.

6. Equipment

Motocross motorcycles must comply with the equipment standards of Chapter 3, Section C, with the following exceptions:

a. Number Plates - it is recommended that number plate colors be as follows: "A" classification: White with black numbers. "B" classification: Yellow with black numbers. "C" classification: Black with white numbers.

(1) Three number plates are required, and must be mounted securely and in a workmanlike manner. All number plates must be clearly visible. Materials and thickness are to be OEM material and style.

(2) Nothing but a riding number and letter may appear on the plate. Numbers and letters must be clearly legible.

7. Race Program

a. On the day of a meet, no one except riders officially entered may ride or practice on the race course. Riding on the course is prohibited except during events and scheduled practice sessions.

b. If there are more riders in a class than can be accommodated on the course, the following program may be used for that class.

(1) Riders are divided into two or more motos, and points are

awarded.

(2) In each moto, the top 50% of the riders less five qualify for the final moto.

(3) One 10-minute moto is conducted with no points to be awarded for the non-qualifying riders, add the top 10 riders to qualify for the final moto.

(4) The final moto shall be full time and distance, and positions of the finish in the entire meet shall be determined by the points earned in the final moto and the riders first moto.

c. A rider whose machine becomes disabled before he reaches the finish line may, without assistance, push or carry the motorcycle (in the direction of the track) across the finish line to receive the checkered flag. At the referee's discretion, the rider may be instructed to leave the track at the nearest exit point, and will be considered to have completed the event, provided he has completed at least half the number of laps as the winner.

d. A rider leaving the course must re-enter at the same point or at the first point where he can safely without interfering with other riders and without gaining an advantage. A rider who fails to do so may be docked at least one finishing position for the moto at the discretion of the referee. In stadium motocross and areacross, a rider leaving the course must be allowed to re-enter the course without riding backward and may not be penalized, at the discretion of the referee.

e. A rider entering or leaving the pits must ride in the designated entrance and exit lanes and failure to do so may result in disqualification.

f. An event stopped by the referee before 60% of the race is complete will be re-started from the beginning.

g. Except in a designated mechanics area, no adjustments, repairs or refueling may be done during a moto. A rider, however, may do such work anywhere on the course without assistance and using only parts or tools he may be carrying himself. Once an event has started, any change of motorcycles is forbidden. A rider will be disqualified from the moto for disregarding this rule.

T. Mud and Snow Scrambles

1. Course shall be a closed course of .5 mile to 4 miles. Hare Scrambles rules will be used for this event.

U. Observed Trials

1. An observed trials (English trials) takes place on a course made up of a series of observed sections that contain natural obstacles such as mud, rocks, water, logs, etc. The contestants goal is to ride through each of these sections while losing as few points as possible. Sections must be clearly marked and not less than one meter wide. Where possible, natural boundaries such as tree rows or stream banks should be used as section boundaries, rather than tape markers.

2. Course Requirements

a. The course must not contain impossible turns, ascents or descents, nor be too hazardous.

b. Each section in the trial must be test ridden at least five times, either by the referee or a rider he designates, to determine that deterioration or weather will not cause the section to become dangerous.

c. Each observed section must be marked by Section Start and Section End signs, as well as the section number. Section gates must be at least one meter wide and marked with red on the right and blue on the left.

d. The number of observed sections and the number of laps are announced before the meet begins. Any sections not properly marked on the score card are considered missed sections. If blanks or unmarked spaces on the score cards exceed 10% of the designated rides, the rider will be be considered a non finisher.

e. The checking official at each observed section places himself where he can plainly see the entire section. If the section is laid out so more than one checker is necessary, penalties are called to the checker at the finish of the section. At the end of each section, a rider must acknowledge his score or be responsible for the score that is recorded.

f. Scoring begins when the front axle passes the start markers, and ends when the front axle passes the finish markers.

g. Entrants must ride the sections in their designated order, and a section may be attempted just once per lap. Riders may not practice a section, although it may be inspected on foot prior to riding. Practice riding will result in disqualification. While walking the course, a rider may not alter a section by moving rocks, making a path, etc.

h. When split sections are used - different lines for different classes - the splits must be clearly marked, indicating the direction each class is to ride. If the center boundary of the split is common to all classes and a single marker is not sufficient to indicate the boundary, a brightly colored ribbon (other than red or blue) is used there in addition to the regular split section markers. All split section markers also are considered official section markers.

3. Equipment and Classification

a. At least one number plate showing the riders number must be mounted to the machine. Numbers are a minimum of three inches high. Riders bibs are optional.

b. Rather than running classes based on engine displacement, riders are divided according to ability: A, B, C, etc. Classes also may include Senior, Super Senior, High School, Women, Beginner, Trailbike and Sportsman.

c. All motorcycles, except those in the Trailbike class, must use trials universal type tires with a cross section of no more than four inches.

d. Points earned in classes for non-trials motorcycles (such as Trailbike) are not used to advance riders in classification.

e. In observed trials the minimum age for youth riders riding motorcycles up to 300 cc's in classes other than beginner level and novice is 10 years old.

4. Scoring

There are two scoring systems authorized to be used for Observed Trials. AMA sanctioned trials may use either system, however, because the National and World Championship are based on what is termed the Non Stop method, AMA recommends all organizers adopt this system.

a. Non Stop method (as recommended)

Section-by-section scores are based on a points-lost (marks) system.

ERROR	POINT LOSS FINISH (Marks)
None (clean section)	0
1 dab	1
2 dabs	2
3 or more dabs (footing)	3
Stopping without dabs	1
Stopping with one dab	2
Stopping with two dabs	3
Moving backwards	5
Moving either wheel to the side without forward motion	5
Failure	5
Section not attempted	10

A rider is penalized in each section only for the one error that results in the most penalty points. In any given section, penalties are not cumulative, except for the first three dabs and/or stops. (In other words, if a rider dabs three times and stops 3 times before riding out of bounds or moving backwards or sideways, his score for the section is 5 points, not 6.)

b. Stop in balance method

Section-by-section scores are based on a points-lost (marks) system.

ERROR	POINT LOSS FINISH (Marks)
None (clean section)	0
1 dab	1
2 dabs	2
3 or more dabs (footing)	3
Failure	5
Missing a section	10

A rider is penalized in each section only for the one error that results in the most penalty points. In any given section, penalties are not cumulative, except for the first three dabs. (In other words, if a rider dabs twice before riding out of bounds, his score for the section is 5 points, not 7.)

c. At meets end, the rider with the fewest total points is the winner. If a tie exists, the rider with the most cleans (then number of ones, twos or threes if the tie continues) wins. If the tie persists, it will be broken based on farthest cleans, ones, twos or threes. If a tie still cannot be broken, the rider with the fastest overall time is the winner.

d. The rider is responsible for making sure his score card is marked at each section and turned in on time. Any sections not filled in on the score card are considered non-attempts. If more than half of the last loop is not completed on the score card the rider is considered a non-finisher.

5. Definitions

a. Clean section - no errors and no loss of points.

b. Dab - any intentional contact between a riders foot, or any other part of his body, and a supporting surface or object.

c. Footing - three or more dabs, dragging a foot or paddling with both feet.

d. Failure

(1) Stop - a complete, unquestionable loss of the motorcycles forward motion when some part of the body or machine comes in contact with a supporting object that is being used to maintain balance.

(2) Footing - the engine stops while footing or while any other part of the machine, except the tires, is used for support.

(3) Out of bounds - competitors may ride where they choose when boundaries are not marked, but they may not cross their own tracks unless the section is so designed.

(4) Disturbance - displacing markers so that they must be reset is a failure. Touching a boundary, however, is not considered disturbance.

(5) Dismounting - The rider has both feet on the ground on the same side or behind the machine.

e. Section not attempted - the rider not making a valid attempt to negotiate the section, failing to ride the section or not riding the section in its proper sequence.

V. Off-Road Field Meet

An off-road field meet is a series of contests to determine the skill of the entrants, including activities where the winner is determined by speed and/or power of the machine, i.e., motorcycle drags, pulls, etc. The contestants who participate only in the activities that are not determined by speed and/or power will participate under the rules of the AMA Road Rider Rule Book.

W. Off Road Reliability Run

A reliability run takes place over highways, secondary roads, backwoods, dirt roads and other types of terrain, all of which can be traveled with a two-track vehicle. A descriptive route sheet may be used, as well as arrow markers, to designate the course. Speed averages must not exceed 30 mph. Multiple speed averages may be used. Checkpoints will be established at intervals to be determined by the organizer. Enduro rules apply for gas stops, known controls and gas available. Scoring will be as in enduro competition.

X. Off-Road Trail Ride

An off-road trail ride includes any type of terrain, all of which can be covered by a single-track vehicle. This is not a speed-oriented event, and not even speed averaging is permitted. The course may be indicated by a descriptive route sheet, arrows, maps or trail guide. When possible, more than one type of route description or marking should be available. Non-speed events such as poker runs, and quiz runs may be included.

Y. Road Racing

Road Racing meets take place on paved circuits with right and left hand turns. Regulations for AMA-sanctioned road racing events are developed and published by the AMA Affiliates and Chartered Organizations who have sanctioned the meets with AMA. Refer to the guidelines published by the chartered organizations for details.

Z. Scottish Trials

1. A scottish trials is a combination of observed trials and enduro. Either of two types of course are used:

a. Long course (enduro type) - a course at least 20 miles long.

b. Short course - no less than three miles long and covered two or more times by the contestant.

2. The object in timing riders over the course is to space out their arrival at the observed sections. A time schedule is chosen that is maintainable by the meets better riders. Timing at checkpoints is done according to enduro rules.

3. Observed sections should not be so difficult that bottlenecks are created by riders waiting their turn to attempt the section. The result is unnecessary penalties for time delays.

4. Contestants may ride through a section even if another rider is stalled in it, provided a rider considers it safe to do so.

5. Checks and Observed Sections

a. All time checks along the route are timed as secret checks.

b. The finish line is timed as a secret check.

c. Timed checks may be no closer than one mile apart.

d. An observed section may not be within one-half mile before a time check, but may be any distance after a time check.

e. Checkpoints remain in the same position for each lap.

6. All observed trials rules are followed, including methods of breaking ties. Riders may stop and inspect observed sections before riding them, provided their machine is parked off the course.

7. Final scores are calculated by adding together points lost in observed sections and points lost for time. Organizers should list the two figures separately on results sheets so riders can see how they scored on time and observation.

AA. Speedway

Speedway meets take place on oval tracks of up to a half-mile in circumference. AMA Speedway regulations are revised annually by AMA Sports and the AMA Speedway Advisory Committee, and appear in full in the AMA Sports Pro-AM Speedway Supplementary Regulations booklet. Contact AMA Sports or see AMADirectlink.com for the latest regulations.

BB. Supermoto

1. Supermotos races are run on tracks that are a combination of pavement and dirt using both left and right hand turns. Tracks are normally 3/8 to 1 mile in length and normally consist of 20% dirt and 80% pavement and include at least one jump in the dirt section.

2. All classes are restricted to single cycliner mottos with unlimited modifications.

3. Events are divided into the following classes, but not all classes need to be run if advertised in advance:

Class	Engine Size
1. Open	451-Open
2. Middleweight	126-450cc
3. Lightweight	86-125cc
4. Open Vet	86cc-Open 35 Years and over

4. Pocket Bikes. To be run at promoters discretion (not a point paying class).

a. Production. Limited to a "stock" air or water cooled 6.2 hp and up, 40cc maximum displacement with a 3 port head and 14 mm carburetor. Any production exhaust, reed, air box, air filter,

clutch, wheels, or tires are allowed. Absolutely no modifications to the engine or exhaust are allowed.

b. Prestige. Limited to 50cc engine, 5 port head, 21mm carburetor, any exhaust, reed, air box, air filter, clutch, wheels, and tires are allowed. Engine may not be enlarged beyond 50cc.

5. Fluid Containment

a. All drain plugs must be safety wired except plugs that are specially secured by other approved methods.

b. Oil filter bolts must be secured with safety wire.

c. Oil filter cans must be secured with metal clamps and safety wire.

d. All vent lines coming out of the engine must be routed into a filter of at least 23 square inches (2 1/2 inches dia. x 3 inches long) or a heat resistant catch of 350cc minimum.

CHAPTER 5 - YOUTH RULES

***Warning*: Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Motor vehicles should never be used by minors without parental consent or supervision.**

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

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.

A. Riders and Eligibility

1. General

a. To compete in a youth meet, an AMA member must be no younger than 7 years of age (except in the 0-51cc class, as described below) and no older than 15 years. The referee or clerk of course may ask to see any riders proof of age at sign-in. Proof of age must be available at all Area Qualifiers, Youth and Amateur Regionals and the National Amateur Championship Races.

b. Parents, legal guardians or authorized adults must remain present at all times during participation of AMA member in any sanctioned youth meet.

(1) To authorize a minor to compete, parents, legal guardians or authorized adults must sign below the riders signature on the entry form.

(2) The notarized authorization signed by the riders parents or legal guardians giving responsibility to authorized adults must be kept on file with the riders release form.

c. The rider must be large enough and mature enough to control his machine at all times and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting and putting one or both feet on the ground. The referee has the authority to disqualify a rider that cannot safely control his/her motorcycle/minicycle. In Motocross only, if a rider's physical stature is such that he/she can not reach the ground with both feet, blocks by be used but must be removed immediately after the start.

*d. A rider's age on January 1 will determine his/her age for the year. However, a rider <u>may</u> move to the next higher age class (within the youth division only) if he/she will be eligible to do so at any time during the year, but once a rider moves to the higher age class in AMA or non AMA competition, he/she may not move back to the lower age class. Riders are encouraged to determine at the beginning of the points season which age class they will participate in for the points season /year. Points earned in a lower age class will <u>not</u> transfer to the higher age class.

2. 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. The same machine may be used by a youth entrant in both Youth and Amateur events on the same day as long as the machine meets the engine displacement of the class entered. Where district numbering systems are in effect, proper numbers must be displayed on the machine.

3. Points—Riders are eligible to receive district points in youth classes. Additional points programs may be established by the recognized district organization. A sample points chart is located in Chapter 7.

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.

B. Equipment Standards

1. Brakes that operate by friction on the tire or wheel rim are prohibited.

a. Minicycles entered in motocross must be equipped with adequate, operating front and rear brakes.

2. In dirt track racing, knobby tires are at the option of the promoter and must be advertised in advance.

3. No lights, license plates, brackets, mirrors, glass or equipment posing a hazard to the rider or other competitors is allowed.

4. A minicycle number plate should be no smaller than the original equipment supplied by that model.

C. Engine Classes and Age Groups

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

1. Minicycles-All engine types

All minicycle class machines must be run in the class for which they were originally manufactured, (excluding Schoolboy).

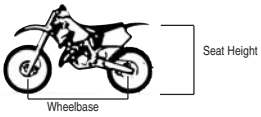
Class 1: 0-51cc Stock 4 thru 6 peewee Jr. Single speed automatic
Maximum wheelbase 36”
Maximum wheel size 10”
Maximum seat height 24”
No larger than 14mm round intake

Class 2: 0-51cc Stock 7 thru 8 peewee Sr. Single speed automatic
Maximum wheelbase 41”
Maximum wheel size 12”
12” front wheels may be retrofitted on all class 2 machines.
OEM parts must be used.
No larger than 19mm round intake

Class 3: 0-51cc Stock 4 thru 8 peewee Single speed automatic
Two-stroke-oil injected
Maximum wheelbase 36”
Maximum wheel size 10”
Maximum seat height 22”
No larger than 12mm round intake.

Class 4: 0-51cc Stock 4 thru 8 peewee
Single or multi speed automatic
Maximum wheelbase 38”
Maximum wheel size 10”
Maximum seat height 22”
No larger than 13mm round intake .

Only OEM ring and pinion may be used. All other definition and rules for stock classes contained in Chapter 3, Section A of the rule book will apply to above classes only. All carburetor's are to be original equipment. The intake side of the cylinder /output side of the carburetor must have an opening no larger than the above mentioned size for that class. The opening must be a round opening. An oval shaped opening is NOT acceptable. The restriction must be a minimum of 4mm thick. The hole must have square corners (no radius of chamfer on either side). Seat height will be measured at the lowest part of the top of the seat. See wheelbase measurement process in Chapter 1.



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.

Above applies to 0-51 cc classes only.

Class 5: 52cc-65cc two stroke and 52cc-90cc four stroke 7 thru 11 yrs.
Minimum wheel size 10”
Maximum wheel size 14”
Maximum (adjusted length) wheelbase 45”

*Class 6: 52cc-65cc 2-stroke & 52cc -90cc 4-stroke Ages 6-9
Hillclimb only
Minimum wheel size 10”
Maximum wheel size 14”
Maximum (adjusted length) wheelbase 45”

Maximum wheelbase must maintain Manufacturers specifications. For Dirt Track, Scrambles and Ice Racing, wheelbase may be extended to a maximum 47 inches.

(Above applies to 52cc-65cc class only).

Class 7: 66cc-85cc 2-stroke Stock 7 thru 11
75cc-125cc 4-stroke
Class 8: 66cc-85cc 2 stroke Modified 7 thru 11
75cc-125cc 4-stroke
Class 9: 66cc-85cc 2 stroke Stock 9 thru 13
75cc-125cc 4-stroke
Class 10: 66cc-85cc 2 stroke Modified 9 thru 13
75cc-125cc 4-stroke
Class 11: 66cc-85cc 2 stroke Stock 12 thru 15.
75cc-125cc 4-stroke
Class 12: 66cc-85cc 2 stroke Modified 12 thru 15
75cc-125cc 4-stroke
Classes 13 &14 for Hillclimb only
Class 13: 66cc-85cc 2-stroke 6 thru 11
75cc-125cc 4-stroke
Class 14: 66cc-85cc 2-stroke 12 thru 15
75cc-125cc 4-stroke

Front wheel maximum 17”
Rear wheel minimum 12”
Rear wheel maximum 16”
Wheelbase 51” or less

Classes 13 & 14 for Hillclimb only

Class 15: 80cc-105cc Super Mini 12 thru 15
(Includes 80cc big wheel)
Minimum wheelbase 48”
Maximum wheelbase 52”
Minimum rear wheel 14”
Maximum front wheel 19”

Class 16: 86cc-125cc Schoolboy 12 thru 15

a. The use of OEM or aftermarket kits to change displacement or wheelbase will be allowed in the schoolboy and super mini classes only.

b. No professional riders are permitted in the Schoolboy and Super Mini class.

2. Stock classes - for approved minicycles only. See Chapter 3, Section A, 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.

3.The use of a maximum 17” rear wheel for ice race, dirt track and scrambles is permitted, <u>including stock classes.</u>

4. DTX Classes - for approved minicycles/motorcycles only. See Chapter 4, Section F, paragraph 3 for specifications.

D. General Rules of the Meet.

1. Youth meets must be conducted according to the rules in this rule book. Any variations are not allowed without the written permission from the Director of AMA Sports.

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 stock machine ridden in the 7-11 class and 12-15 class).

5. Youth dirt track meets must not be conducted on tracks longer than 1/2 mile.

***WARNING* - Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Motor vehicles should never be used by minors without parental consent or supervision.**

CHAPTER 6 - OFFENSES, PENALTIES, PROTESTS, APPEALS & HEARINGS GENERAL INFORMATION

A. General Information

1. Through the establishment and enforcement of various rules and procedures, AMA strives to regulate motorcycle competition in the fairest possible manner. By participating in an AMA meet, each participant agrees to abide by the AMA’s rules and procedures. 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 which 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 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.

B. GENERAL OFFENSES AND PENALTIES

1. This section outlines actions which are deemed to be detrimental to the sport of motorcycle competition and which 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, AMA is empowered to suspend any rider, crew member or family member for a period of from 15 days to 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 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 which 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 (i.e. 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: a 250cc entered in the 251cc-Open class in motocross, 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 gaining 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 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 which is alleged, and must be accompanied by the appropriate filing fee.
   a. For each protest, $25 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. Air-cooled, two-stroke singles: $50
      2. Liquid-cooled, two-stroke singles: $75
      3. Four-stroke engines and all other two-strokes: $100
      4. An additional $50 is required for measurement of any engine that must be removed from the frame for inspection.
   c. For a technical protest requiring the collection and test of a fuel sample, a $25 protest fee plus a deposit of $50 must be paid.

4. The referee (or his designee) must accept any protest that is properly made within the specified time limit and accompanied by the appropriate fee. The referee may not accept any protest that is not properly filed and accompanied by the required fee.
5. All protests must be filed within 30 minutes of the posting of results of the event in question.
6. Final determination of the timeliness of a protest will rest with the meet referee and such decision will be final to all concerned.
7. The referee will render decisions on all protests as soon as possible. If it is not possible to render an immediate decision, the referee may allow a protested rider or machine to compete "under protest". In such cases, payment of all affected points and awards will be withheld pending a decision on the protest.
8. When a protest involves piston displacement or any other internal engine modification, the referee must call for an engine measurement or inspection after the meet. The protesting party must be present during the inspection, is entitled to witness the teardown, and must be informed of all measurements.
9. The referee is empowered to levy appropriate penalties shown herein as the result of a protest and subsequent investigation.
10. Once made, a protest cannot be withdrawn without the permission of the referee.
11. Any legitimate expense to which the referee may be put as the result of a protest must be paid by the protesting party, and the referee may require a deposit from the protesting party sufficient to cover such expenses. If the protest is upheld, however, such costs must be reimbursed by the protested party.
12. If a protest is decided in favor of the protesting party, the referee will refund the protest fee and teardown fee, if any, and forward a report in writing to the AMA.
13. If a protest is decided in favor of the protested party:
    a. In a protest not involving teardown fees, the referee will forward the protest fee to the AMA along with a written report.
    b. In a protest involving teardown fees, the referee will forward the protest fee to the AMA along with a written report and the protested party will be entitled to the teardown fees.
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.

E. APPEALS

1. The AMA's process of administrative review provides two levels of appeals:
    a. First Appeals: Items which 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.)
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 Director of Sports, 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 $100 ($200 for National events) must accompany a First Appeal. A filing fee of $200 ($400 for National events) must accompany a Final 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 30 working days of the decision/incident being appealed (5 working days for a Final Appeal), and the AMA is responsible for distributing all such information to the appellant in a timely manner:
    a. Copies of all written statements which will be offered as evidence at an appeal hearing.
    b. A list of all witnesses to testify during the appeal hearing.
    c. In the case of a Final Appeal, any new evidence to be considered.
8. As soon as practical, AMA will review all materials submitted and take one of three 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
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 45 days after the ruling/incident being appealed (for Final Appeals, 15 days after the decision of the First Appeal Board).

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. The AMA Director of Sports 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 (5 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 which 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.
   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 7 - POINTS AND PRIZES

A. Standard Meets

1. In all a 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 $3000. 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. Pro Am Meets

Prize money at Pro Am meets must exceed $3,000 minimum and may include class or classes for Pro Sport, Pro Expert and Grand National 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 IN EVENT

Finish	2-4	5-20	Over 20	Finish	5-20	Over 20
1	10	20	30	11	4	10
2	7	16	25	12	3	9
3	4	13	21	13	2	8
4	1	11	18	14	1	7
5		10	16	15		6
6		9	15	16		5
7		8	14	17		4
8		7	13	18		3
9		6	12	19		2
10		5	11	20		1

D. National Points

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

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

CHAPTER 8 - SANCTIONS AND FEES

A. Applications for Sanctions

1. An AMA sanction may be obtained only by AMA-chartered clubs or chartered promoters. The sanction must not have been withdrawn or cancelled before a meet is run. A sanction is issued only after the promoter makes proper application.
   District organizations may establish minimum mileage limits between similar sanctioned events for the purpose of establishing an orderly points paying calendar. District mileage for points paying events should not be restrictive to stop other AMA events. A limit of 50 miles has been established for specific district points paying competition or recreational events. This policy became effective January 1, 2006. If special consideration is needed, contact the AMA.
   a. Sanction applications submitted to the AMA for all national meets, area and regional qualifiers should be postmarked to the AMA by August 1 of the preceding year. Should a national, area or regional be cancelled, the rejected applications may be considered if the meet is to be rescheduled.
   b. Standard, Pro Am, ATV and youth events on the same day at the same meet may be applied for on one sanction form.
   c. Two-day meets may be applied for on one sanction application if overall points for the two days and/or one set of trophies for both days are awarded. However, two-day meets paying separate points and trophies each day must be requested on two separate sanction applications with separate sanction fees.

B. Rules Governing Sanctions

1. Sanctions may not be transferred or assigned to another Promoter. Fees for unused sanctions will not be refunded without AMA authorization. Sanctions must be used during the current year on the specified or approved, rescheduled date. Promoters who reschedule sanctions without AMA or recognized district approval may lose their right to obtain AMA sanctions.
   a. Promoting organizations who do not submit official referee reports and membership applications to the AMA within 14 days after the meet will lose their right to obtain sanctions.
2. The AMA may refuse to grant a sanction, and may withdraw or cancel a sanction already granted, for any reason the Association considers to be in the best interest of the sport, including any violation of these rules for competition.

CHAPTER 9- PROMOTERS DUTIES AND RESPONSIBILITIES

A. Promoters 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 therefrom.
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 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. Promoters Responsibilities

It is the sole responsibility of the promoter to insure 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 days 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.

CHAPTER 10 - 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 riders meeting and be available throughout the protest period. It is the promoters responsibility to appoint a Referee who is well qualified. The Referee may not compete in the meet.
2. The Referees 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 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 Starters 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 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. Clerk of Course

1. The duties of the Clerk are:
   a. To exhibit a list of all events.
   b. To receive all entries and check the riders 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. MOTOR VEHICLES SHOULD NEVER BE USED BY MINORS WITHOUT PARENTAL CONSENT OR SUPERVISION.

CHAPTER 11 - ATVS

All Terrain Vehicles

ATV Safety Alert

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

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

TO AVOID DEATH OR SEVERE PERSONAL INJURY NEVER DRIVE AN ATV WITHOUT PROPER INSTRUCTION. **TAKE A TRAINING** COURSE. BEGINNING DRIVERS SHOULD RECEIVE TRAINING FROM A CERTIFIED INSTRUCTOR. CALL 1-800-447-4700 TO FIND OUT ABOUT TRAINING COURSES NEAREST YOU.

NEVER LEND YOUR ATV TO ANYONE WHO HAS NOT TAKEN A TRAINING COURSE OR HAS NOT BEEN DRIVING AN ATV FOR AT LEAST A YEAR.
NEVER ALLOW A CHILD UNDER 16 YEARS OLD TO DRIVE AN ATV WITHOUT ADULT SUPERVISION. CHILDREN NEED TO BE OBSERVED CAREFULLY BECAUSE NOT ALL CHILDREN HAVE THE STRENGTH, SIZE, SKILL OR JUDGMENT NEEDED TO DRIVE AN ATV SAFELY.
NEVER DRIVE AN ATV AFTER CONSUMING ALCOHOL OR DRUGS.
NEVER CARRY A PASSENGER ON AN ATV. CARRYING A PASSENGER MAY UPSET THE BALANCE OF THE ATV AND MAY CAUSE IT TO GO OUT OF CONTROL.
NEVER DRIVE AN ATV ON PAVEMENT. THE VEHICLE IS NOT DESIGNED TO BE USED ON PAVED SURFACES AND MAY BE DIFFICULT TO CONTROL.
NEVER DRIVE AN ATV ON A PUBLIC ROAD, EVEN A DIRT OR GRAVEL ONE, BECAUSE YOU MAY NOT BE ABLE TO AVOID COLLIDING WITH OTHER VEHICLES, ALSO, DRIVING ON A PUBLIC ROAD WITH AN ATV MAY BE AGAINST THE LAW.
NEVER ATTEMPT TO DO WHEELIES, JUMPS OR OTHER STUNTS.
NEVER DRIVE AN ATV WITHOUT A GOOD HELMET AND GOGGLES. YOU SHOULD ALSO WEAR BOOTS, GLOVES, HEAVY TROUSERS AND A LONG SLEEVE SHIRT.
NEVER DRIVE AN ATV AT EXCESSIVE SPEEDS.
ALWAYS BE EXTREMELY CAREFUL WHEN DRIVING AN ATV. ESPECIALLY WHEN APPROACHING HILLS, TURNS AND OBSTACLES AND WHEN DRIVING ON UNFAMILIAR OR ROUGH TERRAIN.
ALWAYS READ THE OWNERS MANUAL CAREFULLY AND FOLLOW THE OPERATING PROCEDURES DESCRIBED.
For more information about ATV safety, call the Consumer Products Safety Commission at 1-800-638-2772 or the ATV Safety Institute Hotline at 1-800-447-4700.

WARNING

Motor Vehicle mishaps, in competition or otherwise, can result in injury or death. Motor vehicles should never be used by minors without parental consent or supervision.

ATV RULES

A. Recognized Classes for ATV Competition Events

1. For an ATV to eligible for the stock or production classes, the machine must be approved by the AMA.
2. Any rider on an ATV who violates an age restriction in an AMA sanctioned event shall receive a one-year (12 months) suspension. (**Participants must have attained the stated minimum age before being eligible to compete in any class.**)
3. Youth classes may not exceed the maximum listed class displacement. With rider in normal riding position with hands on handlebars, there must be a bend in the elbows, fingers must reach all control levers. A rider in a standing position on foot pegs must have 3 inches of space between seat and rider inseam.

Youth 4-Wheel
0-50cc Stock 1 (4-8 yrs) Stock class 1 is a 41 inch max width, 41 inch max wheelbase and a max of 4 inch of suspension travel.
0-50cc Stock Class 2 (6-8 yrs)
0-50cc Production (6-8 yrs)
0-70cc Stock (6-11 yrs)
51cc -70cc Modified (6-11 yrs)
51cc -70cc Production (6-11 yrs)
*71cc -90cc 2-stroke Stock/75cc-125cc 4 stroke (8-15 yrs)
*71cc -90cc 2-stroke Production/75cc-125cc 4 stroke (8-15 yrs)
*71cc -90cc 2-stroke Modified/75cc-125cc 4 stroke (8-15 yrs)
* 91cc -200cc 2-stroke/91-300 cc 4-stroke production ATV (13-15 yrs)
No downsizing to meet the class limit (This class only.)

4. Amateur 4-wheel (16 years and older.) The below classes may be offered as A, B, and/or C.

1 . . . .91cc-265cc 2-stroke
2 . . . .265cc-open 2-stroke
3 . . . .91cc-450cc 4-stroke
4 . . . .451cc-open 4-stroke
5 . . . . . Production 91cc-450cc 4-stroke
6 . . . . . Production 451cc-open 4-stroke
Production classes: 4-stroke no overboring. OEM frame, ATV engine cases
7 . . . . . .91cc-200cc 2-stroke, 91cc-300cc 4-stroke ATV engines only
8 . . . . . .91cc-open 2-stroke
9 . . . . . .91cc-open 4-stroke
10 . . . . .91cc-open 2-stroke/4-stroke
11 . . . . .Stock (91cc-open)
12 . . . . .Utility (91cc-open) (originally equipped with racks)
13 . . . . .Women's (91cc-open)
14 . . . . .16-24 years (91cc-open)
15 . . . . .25+ (91cc-open)
16 . . . . .30+ (91cc-open)
17 . . . . .40+ (91cc-open)
18 . . . . .50+ (91cc-open)

ATV Classes in Hillclimbing Amateur 4-Wheel (16 years & older)
91-250cc Modified (2-Stroke)
251cc-open Modified (2-Stroke)
91cc-open Modified (4-Stroke)
*91cc-open Modified Veteran (30 years and over, Senior 40+ and over, Super Senior 50+ years and over)

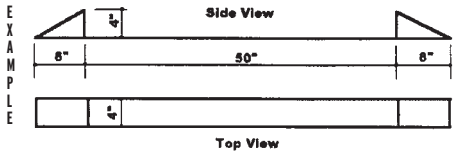
B. Meets and General Race Rules

1. All AMA rules apply to ATV's as well as motorcycles, unless otherwise defined in the ATV chapter or Supplemental rules. All classes structures should be based on the ATV Chapter listings. ATV age restrictions must be followed.
2. All engines used in sanctioned competition must be production model ATV engines or single cylinder production model motorcycle engines available for sale to the general public. The complete engine which a rider has qualified may be changed, providing that it is replaced with an engine of the same make, model and displacement. Repairs may be made or parts replaced as necessary during a meet.
3. A minimum six inch space between vehicles must be provided on the starting line. No sharing of a single gate.
4. Starting positions are not transferable from one rider to another.
5. In Cross Country meets, ATV's with piston displacement of 200cc, or less may be started in mass, shortly after the mass start of the ATV's with larger piston displacement.

C. General Equipment Standards

Equipment used in all sanctioned competition must meet basic standards, except as otherwise specifically provided for in these Rules for Competition. **Where the rules permit or require components of equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the ATV components will perform in competition with safety.**

1. All ATV's must be equipped with a functional tether type mechanical kill device attached to the vehicle and to the rider so that the engine ignition is cutoff at any time when the rider becomes separated from the ATV.
2. The width of the ATV will be considered legal provided that the wheels do not lift the spreader bar off the ground with the ATV in normal ride height, as the ATV is ridden between the 50 inch wide spreader bar.



3. Exhaust system must be securely attached together and to the frame, and must remain in board of the riders' legs, either above or below the bottom frame rail, when sitting on the ATV.

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

5. The addition of air foils, wings or other devices intended solely for the purpose of streamlining is prohibited.

6. Classification will be according to the manufacturers piston displacement specification for the make of ATV and/or engine, an engine can be overbored, but not pass the class limit. Stroking is not permitted in the stock classes only.

7. ATV's raced on ice in a studded class shall have stocktype fenders, or shall have fenders mounted directly above the front tires similar to that used for motorcycle ice racing, provided that the size of the fenders is equal to or greater than the stock variety.

8. All ATV's in MX or TT competition must have a vertical number plate mounted to the front bumper and a rear grab rail number plate. In other forms of competition, the number plates are optional. The numbers shall be a minimum of 6" blocked numbers (no shading or outlining). The number plates and numbers shall be of contrasting colors, clear, legible and have a professional appearance. All numbers must correspond, the number plates shall not be mounted to the handlebars for safety. No wood or metal number plates.

9. All ATV's in competition shall have functional front and rear brakes unless the ATV was manufactured with just rear brakes. The machine must have all brakes as originally manufactured or better. The machine also must have a self-closing throttle.

10. In addition to the stock rule, as printed in Chapter 3, for an ATV to be legal in the stock class the following items cannot be changed: Rear axle, A-arms, exhaust with spark arrestor, shocks, air box with lid, carburetor, and gas tank.

11. All front bumpers must be of a tubular design with no sharp protruding edges. Mud screens are permitted as long as no sharp edges are exposed.

12. In hillclimbing, MX, and Dirt Track all glass must be covered or taped.

13. Aluminum axles are allowed.

14. For an ATV to be legal for the production class, the stock frame and ATV engine cases from the original ATV manufacturer of that make and model must be used. Only bolt on components allowed.

15. ATV OEM frames in the stock and production classes may have material added for strength. These changes shall not affect frame geometry.

16. ATV fenders must extend to cover a portion of the rear tires.

CHAPTER 12 - PRO AM MEETS DIRT TRACK AND MOTOCROSS

A. PURPOSE

1. To provide a program giving dirt track and motocross riders a seamless transition from amateur to pro competition, and giving an attractive opportunity to organizing clubs and promoters. Riders will gain advancement points toward higher license rankings at Pro Am meets.

B. SANCTIONS

1. Sanctions may be purchased by any AMA chartered club or promoter.

2. The Pro Am Dirt Track sanction fee is $150.

3. A minimum of $1,000,000.00 participant and spectator liability insurance is required for each Pro Am meet. Rider medical insurance is optional.

C. RIDER CLASSIFICATION

1. Amateur rider classification may be established by the rider's "home" district. Amateur rider classification shall be "A" "B" or "C"

2. Pro rider dirt track and motocross license classification shall be Pro Sport, Pro Expert and GNC (dirt track only). Contact AMA Pro Racing for advancement criteria.

D. CLASSES (RACE MEETS)

1. Recognized Dirt Track Pro Am classes are: 250cc 2-stroke and/or 505cc 4-stroke; 506cc-750/1250cc; and 883 Harley-Davidson Sportster Performance Class. (Note: 506cc/750/1250cc and 883 pro riders must have an 883 endorsement from AMA Pro Racing. 506cc-750/1250cc and 883 amateur riders must have the referees approval and proof of past experience.)

2. Recognized Motocross Pro Am classes are: 125cc and 250cc.

3. Recognized Amateur (chapter 4), Youth (chapter 5) and ATV (chapter 11) classes are as listed in AMA Sports rulebook.

4. All classes need not be run, but those offered must be advertised in advance.

5. Amateur claiming rules (see Chapter 4) will prevail, and apply to all amateur and pro riders, regardless of classification.

E. RIDER ELIGIBILITY

1. Amateur and youth classes: AMA amateur and youth eligibility rules apply.

2. Pro Am Motocross classes: Open to any AMA-licensed pro rider or eligible amateur "A" rider.

3. Pro Am Dirt Track classes: Open to AMA licensed pro riders 16 years or older or eligible amateur "A" riders.

F. PRIZE MONEY

1. Minimum purses for Pro Am meets shall be $3,000.

2. Recommended Payout structure:

10 Rider Payout	12 Rider Payout	16 Rider Payout
1st - 28%	1st - 28%	1st - 28%
2nd - 22%	2nd - 19%	2nd - 18%
3rd - 15%	3rd - 14%	3rd - 12%
4th - 10%	4th - 9%	4th - 8%
5th - 8%	5th - 7%	5th - 7%
6th - 5%	6th - 6%	6th - 6%
7th - 3%	7th - 5%	7th - 5%
8th - 3%	8th - 4%	8th - 4%
9th - 3%	9th - 3%	9th - 3%
10th-3%	10th -2%	10th-2%
	11th- 2%	11th-2%
	12th -1%	12th-1%
		13th-1%
		14th-1%
		15th-1%
		16th-1%

G. EQUIPMENT

1. All equipment shall be as defined in this AMA Sports rulebook.

2. Pro Sport Dirt Track number plates shall be white with red numbers/letters.

3. 125cc Pro Sport Motocross number plates shall be black with white numbers and 250cc number plates shall be white plates with black numbers.

H. Race Rules

1. Race rules shall be as defined in this AMA Sports rulebook.

I. POINTS

1. At Pro Am meets advancement points will be paid to riders by their finish position, but all GNC (dirt track only) riders will be removed and the other riders moved up.

2. Advancement points will be paid in Pro Sport/Pro Expert class main events only, 10-9-8-7-6-5-4-3-2-1. (Tenth or below pays 1 point).
   Example:

Finish Position	Rider Classification	Points Awarded
1st	Pro Sport	10
2nd	GNC	0
3rd	Pro Expert	10
4th	Amateur "A"	10
5th	GNC	0
6th	Pro Expert	9
7th	Pro Sport	9
8th	GNC	0
9th	Amateur "A"	9
10th	Pro Sport	8
11th	GNC	0
12th	Pro Expert	8

3. Dirt track advancement points only will be paid at Standard sanctioned meets with Pro Sport/Pro Expert and "A" amateur riders in districts where there is an actual grading system in place gaining points in 250cc, 505cc, 600cc, 750cc and 883cc Pro Sport/"A" main events (all GNC riders will be removed and the other riders moved up) positions 1-5 only: 5-4-3-2-1.

Example:

Finish Position	Rider Classification	Points Awarded
1st	Pro Sport	5
2nd	GNC	0
3rd	Pro Expert	5
4th	Amateur "A"	5
5th	GNC	0
6th	Pro Expert	4
7th	Pro Sport	4

4. Points accumulate year to year.
5. There is no forced progression for Pro Sport Dirt Track riders.

J. PROTESTS-OFFENSES-APPEALS-REINSTATEMENTS

1. As defined in this AMA Sports Rulebook.

K. RESULTS

1. Reporting of Pro Am race results, points and money paid will be the responsibility of the meet referee. All forms and procedures will be provided by the AMA.
2. Each Pro Am promoting organization is entitled to a discount price to purchase the AMA's race management software.

L. OFFICIALS

The promoting organization shall be responsible for obtaining a qualified referee and all necessary personnel.

M. PROFESSIONAL LICENSE REQUIREMENTS

AMA Pro Racing License Information: (For details contact the AMA Pro License Department at 1-800-262-5646).

To obtain a Motocross Pro Sport license, a rider must be at least 16 years of age and be Amateur "A" rated and have two years of current "A" racing experience.

1. The cost of a Pro Sport Motocross license is $350.00/$400.00 and includes an updated AMA membership.

*2. Advancement points will be paid at standard and Pro Am meets. (Points requirement may be waived thru appeal process with Pro License Department).

3. Pro Sport Motocross riders must accumulate 100 championship points from national and/or supercross meets in a single season to advance to Pro Expert.

To obtain a Dirt Track Pro Sport license, a rider must be at least 16 years of age and be Amateur "A" rated and have earned 20 advancement points or have two years of current "A" racing experience.

*1. The cost of a Dirt Track Pro Sport license is $135.00 and includes an updated AMA membership.

2. Advancement points will be paid at Semi Pro and Pro Am meets. (Points requirement may be waived thru appeal process with Pro License Department).

3. Pro Sport dirt track riders must accumulate 80 points; one year minimum participation to advance to Pro Expert.

APPENDIX A
STATEMENT OF RESPONSIBILITY
AMA SPORTS EVENTS

You have voluntarily entered an AMA sanctioned standard competition event. An AMA-sanction indicates that this event is listed in the Associations official calendar and that the AMA rules for competition may be used as a guideline. It does not indicate that the track has been inspected or approved by the Association, nor does it indicate that the officials have been trained or accredited by the Association, nor does it indicate that your safety has been assured by any AMA authority or the promoter.

Motorsports are inherently dangerous. You should take part in this competition based on your own assessment of your abilities. If you have not personally inspected the course, we urge you to do so. You have been provided an opportunity to practice under non-competitive conditions. If you have not practiced, we urge you to contact the referee at this time. You are responsible for the quality and condition of your motorcycle and protective apparel.

The promoter does not provide medical insurance coverage. We urge you not to compete in motorsports without adequate personal medical insurance coverage.

If you have any doubts at this time about your personal abilities to participate in this event, if you have not adequately **prepared yourself and your equipment,** or if you believe your personal insurance coverages are not adequate to compensate you for any loss that might occur, we urge you to notify the promoter who will immediately refund your entry fee.

SPECTATORS witnessing these events thereby assume all risks for any injuries or damages resulting therefrom.

STATEMENT OF RESPONSIBILITY
ENDURO AND ALL-TERRAIN EVENTS

You have voluntarily entered an AMA-sanctioned event. An AMA-sanction indicates that this event is listed in the Associations official calendar and that AMA rules for competition may be used as a guideline. It does not indicate that the course has been inspected or approved by the Association, nor does it indicate that the officials have been trained or accredited by the Association, nor does it indicate that your safety has been assured by any AMA authority or the promoter.

Motorsports are inherently dangerous. You should take part in this event based on your own assessment of your abilities. Today's route may traverse public and private lands, and public roads, and the promoter is not responsible for their conditions or for the actions of other individuals using private and public lands and public roads. You are responsible for the quality and condition of your motorcycle and protective apparel.

The promoter does not provide medical insurance coverage. We urge you not to compete in motorsports without adequate personal medical insurance coverage.

If you have any doubts at this time about your personal abilities to participate in this event, if you have not adequately **prepared yourself and your equipment,** if you question the safety of the course, or if you believe your personal insurance coverages are not adequate to compensate you for any loss that might occur, we urge you to notify the promoter who will immediately refund your entry fee.

APPENDIX B - PRO SPORT DIRT TRACK NUMBERS

Please find below the structure that will be followed and a listing of new District letter assignments .

New applicants may request a number between 11 and 99 followed by the letter which corresponds to their District.

If their choice is available, that number will be assigned to them. However, if their choice is not available, a number will be assigned by the AMA office. **Numbers will not be held or assigned to new applicants until their application has been received in the AMA office.**

Pro Sport riders will not be permitted to use the last two digits of their AMA number.

NO NEW SINGLE OR THREE DIGIT NUMBERS WILL BE ISSUED.

RENEWALS:

Riders who held a Pro Sport license in the previous year and have not advanced may retain their same number (if they choose) and the same letter if it corresponds with the letter assigned to their District. **If their letter does not correspond with the appropriate letter for their District, the letter will be changed.**

Any rider who already has a single digit number will be granted the courtesy of retaining their number and letter providing the letter corresponds to the letter of the District. In situations where the letter is not the same, a new two digit number and corresponding letter must be chosen or will be assigned.

PRO NUMBERING SYSTEM

LETTER	DISTRICTS	STATES WITHIN DISTRICTS
U	Districts 1&2	Maine, New Hampshire, Vermont Massachusetts, Connecticut, New Jersey
B	Districts 3,4&34	New York
A	District 5&6	Pennsylvania, West Virginia
S	Districts 7&13	Maryland, Washington D.C., Virginia, Delaware
F	Districts 11&12	Ohio
C	Districts 8,9,10,29 32 & 43	Florida, Georgia, Kentucky, North Carolina, South Carolina, Tennessee, Alabama
X Experts J-Pro Sport	Districts 14&15	Michigan, Indiana
P	District 17	Illinois
K-Experts L-Pro Sport	District 16, 22,23, 30, 33,& 18	Wisconsin, Iowa, Minnesota, South Dakota, North Dakota, Nebraska, Missouri
N	District 19,20,41,42	Arkansas, Louisiana, Mississippi, Texas
W Experts Oregon, M-Pro Sport	Districts 24,27,28,40	Montana, Idaho, Washington, Alaska
Y-Z	District 36	Northern California
G	District 25,26,31,21,45	Wyoming, Colorado, New Mexico, Utah, Nevada, Arizona, Kansas, Oklahoma
E	District 35, 37,38,&39	Southern California, Hawaii
T	Districts 46,&47	Canada

APPENDIX C
NATIONAL DIRT TRACK SUPPLEMENTAL RULES

*I. Riders who have held an AMA Pro Sport license in 2004, 2005 or 2006 are eligible for the following classes only: Pro Sport class, 40+ Open, and 50+ Open and at all Amateur Nationals in the different regions.

II. Expert and GNC license holders may not ride any class in the Dirt Track Grand Championships.

III. All riders will be eligible to enter a maximum of three classes.

IV. Riders who win a Premier class at the Nationals will be eligible for travel assistance from one event only.

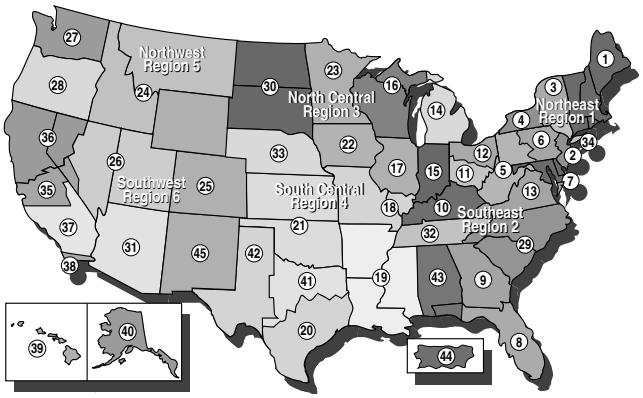
V. Premier classes will be: 50cc Senior, 65cc Modified, 85cc 7-11 Modified, 250cc 2-Stroke Modified, 250cc 4-Stroke Modified, 450cc Modified, and 30+ Open Singles.

VI. National winners of Premier classes will be eligible and are encouraged to display their color coded numbers at the Grand Championships as follows: Region #1(NE) blue with yellow #'s, Region #2(SE) green with white #'s, Region #3(NC) yellow with black #'s, Region #4(SC) orange with black #'s, Region #5(NW) red with white #'s.

VII. Knobby tires will NOT be permitted.

VIII. Premier Champions from the National Events will be seeded into the heats before the remainder of the field is set.

AMA District Map



ENDURO PROMOTION POINT CHART (15% of class)

# of Riders in class	4 to 9	10 to 16	17 to 23	24 to 29	30 to 36	37 to 43	44 to 49	50 to 56	57 to 63	64 to 69	70 to 76	77 to 83	84 to 89	90 to 96	97 to 103	104 to 109	110 to 116	117 to 123	124 to 129	130 to 136	137 to 143	144 to 149	150 to 156	157 to 163	164 to 169	170 to 176	177 to 183	184 to 189	190 to 196	197 to 203	204 to 209
15% of class	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
1	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
2		22	22	22	22	23	23	24	24	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
3			19	19	19	20	20	21	21	23	23	23	24	24	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
4				16	16	17	18	18	19	20	20	21	22	22	23	23	23	23	23	24	24	24	24	24	25	25	25	25	25	25	25
5					13	14	15	16	16	17	18	19	20	22	21	21	21	21	22	22	22	22	22	23	23	24	24	24	24	24	24
6						9	12	13	14	15	16	17	18	18	18	19	19	19	19	19	20	21	21	21	22	23	23	23	23	23	23
7							8	10	12	12	13	15	16	16	17	17	17	18	18	18	19	19	20	20	21	21	22	22	22	22	22
8								7	9	10	11	13	13	14	15	15	15	17	17	17	18	18	19	19	20	20	21	21	21	21	21
9									6	8	10	11	11	13	13	14	14	15	16	16	17	17	18	18	19	19	20	20	20	20	20
10										5	7	9	9	11	11	12	13	14	14	15	16	16	17	17	17	18	19	19	19	19	19
11											5	6	8	9	10	11	12	13	13	14	15	15	16	16	16	17	18	18	18	18	18
12												4	6	8	9	10	11	12	12	13	14	14	15	15	15	16	17	17	17	17	17
13													4	6	8	9	10	11	11	12	13	13	14	14	14	15	16	16	16	16	16
14														3	6	8	8	9	9	10	11	12	12	13	13	1	15	15	15	15	15
15															3	6	8	8	9	10	10	11	12	12	12	13	14	14	14	14	14
16																3	6	7	8	9	9	10	10	11	11	12	13	13	13	13	13
17																	3	5	7	7	8	9	9	10	10	11	12	12	12	12	12
18																		2	5	6	7	8	8	9	9	10	11	11	11	11	11
19																			2	4	6	7	7	8	8	9	10	10	10	10	10
20																				2	4	6	6	7	7	8	9	9	9	9	9
21																					2	5	5	6	6	7	8	8	8	8	8
22																						2	4	5	5	6	7	7	7	7	7
23																							2	4	4	5	6	6	6	6	6
24																								1	3	4	5	5	5	5	5
25																									1	3	4	4	4	4	4
26																										1	3	3	3	3	3
27																											1	2	2	2	2
28																												1	1	1	1
29																													1	1	1
30																														1	1
31																															1

POSITION IN CLASS