



Mid America XC Racing, LLC.



2013 AMA RACING RULE BOOK AND THESE SUPPLIMENTAL RULES GOVERN ALL MAXC EVENTS

Table of Contents:

Chapter 1:  
 General.....Pg. 2

Chapter 2:  
 Riders and Eligibility.....Pg. 5

Chapter 3:  
 Competition Apparel Requirements.....Pg. 8

Chapter 4:  
 Equipment.....Pg. 9

Chapter 5:  
 Riders Meetings.....Pg. 10

Chapter 6:  
 Start.....Pg. 10

Chapter 7:  
 Scoring.....Pg. 11

Chapter 8:  
 Finish.....Pg. 13

Chapter 9:  
 Results.....Pg. 14

Chapter 10:  
 Protests.....Pg. 14

Chapter 11:  
 Awards.....Pg. 16

Chapter 12:  
 Violations and Penalties.....Pg. 16

Chapter 13:  
 Youth.....Pg. 17

## Chapter 1: GENERAL

1. THE MAXC DOES NOT PROVIDE MEDICAL INSURANCE. The MAXC event promoters DO NOT provide medical insurance unless otherwise post or advertised by the promoter. Riders are advised to obtain their own insurance.
2. Entry fees amounts will be as advertised on the official MAXC website.
3. Gate fee amount will be as advertised on the website.
4. Spectators are not allowed on the course. Viewers must restrict their viewing to designated spectator areas. Spectators found “helping” a rider may cause the rider to be penalized, or disqualified. **Spectators on the course who cause race problems or endanger participants may be removed from the property. Riders associated with pit crews on the course may be penalized up to disqualification.**
5. NO PIT RIDING IS ALLOWED at any MAXC event!! Pit riding is defined as riding a motorcycle or ATV to be raced in order to “warm up” or “practice”. No person may operate a motorized vehicle at any time if they do not have a driver’s license; except for youth riders during youth competitions. A youth rider may ride their machine to the start and from the finish to their transport vehicle only. **1<sup>st</sup> Gear idle is only allowed to and from the start/finish line.** Any rider who is caught pit riding can be disqualified at the promoters discretion up to and including losing all series points. Dangerous behavior will not be tolerated at any event. A helmet and all other required gear must be worn while riding at ALL TIMES.
6. Course lengths will be designed to be between 7-12miles depending on the terrain and weather.
7. Motorcycles will race for 1 ½ hours (minimum of 1hour 30minutes) based on the projected overall leaders time. ATV’s will race for 1 ½ hours (minimum of 1hour 30minutes) based on the projected overall leaders time. In the event a race where to be stopped early, rider will be scored based on their finish order at the time the event was stopped. If an event is stopped at less than 1hour (40minutes for ATVs) from the start of the event, the promoter may restart the event. A race must be run at least 1hour to count toward overall series points. Classes may be stopped early at the promoter or scorers discretion due to time constraints, weather conditions, etc. When an early stop is deemed necessary, every effort will be made to ensure all riders are on the course for the minimum time. (1:55 on course).

8. Anytime “double arrows” are posted on both sides of the trail, this will represent the limits of the course. Riders must stay between the double arrows where they are posted.
9. All riders must remain on the marked course at all times. The course is considered to be the immediate trail as marked with arrows. **The course will extend with a maximum of 20 feet to the left or right of the arrows.**
10. Riders that are found off of the course as described above will be subjected to penalties and or disqualified.
11. If a rider leaves the marked course for ANY reason, the rider must re-enter the course in the exact location where they left it (or must re-enter in a location that is farther from the finish line than where they left the course). In cases where this is not ideal, the rider must refuse to be scored for the lap where they were off course. Upon completion of the race, it is the rider’s responsibility to immediately dismount, and return to the score tent to verify they were not scored for that a lap. Riders who notify the scorer of the “short lap” will be penalized the lap where the mistake was made. Penalty for doing a “short” lap and **not** notifying the referee of such error will be **disqualification**. At the scorers or promoters discretion, and only with significant compelling reasons, such a disqualification penalty may be reduced to the loss of a lap.
12. Ribbons, banners and staked markings, etc. always represent the limit of the course. **A rider who rides through any of these marking may be penalized up to disqualification.** Tearing down course markings can cause serious event problems, and course mistakes by other riders. Riders must exercise the proper speed, and control at all times to avoid damaging any of these markings, stakes, or barriers. Damage to, or passing through such course markings may result in penalties. If a rider is off the course, intentionally tearing down or riding through a bannered area of the course in order to reenter the course is in violation of the rules regarding reentering the course and carries penalties up to disqualification. Minimum penalty is one lap!
13. In the event of severe bottlenecks or a traffic jams at a particular obstacle, a rider may get off the course only as far as absolutely necessary to get around that obstacle. The rider must take the shortest line back to the course immediately after clearing the bottleneck, not the shortest line to the finish. On the next lap, the original course must be followed.
14. Slower riders are required to allow faster riders to pass. The slower rider should move to the right when possible to allow passers on the left. The slower rider must take the first opportunity to allow the faster rider to pass.

15. Blocking, ramming, or any other intentional rider contact is a violation and may be penalized. This is true on the course, checkpoints, and the scoring tent.
16. Team tactics is not allowed. Riders found making a “team” effort to block or otherwise impede another rider may be disqualified at referee discretion.
17. Unsportsmanlike conduct by riders or their guests, pit crew and family can result in immediate disqualification of the riders involved. Determination of unsportsmanlike conduct will be the sole discretion of the referee. These decisions will be final and not debatable. Unsportsmanlike conduct applied to riders on the course, before the race, and after the race. Inappropriate actions or behavior directed towards any race personnel is considered unsportsmanlike conduct.
18. Fighting, threats, violent or other similar conduct with or to race personnel may result in complete disqualification from the remainder of the series, loss of all accumulated points, and further disciplinary action by the AMA.
19. All race personnel, riders, officials, mechanics or anyone associated with the riders must not be under the influence of intoxicant drugs or alcohol that could affect their normal mental or physical ability.

## **Chapter 2: RIDERS AND ELIGIBILITY (2013 AMA RULE BOOK)**

### **MINORS, AGE MINIMUMS, GUARDIAN REQUIREMENTS:**

1. Minimum age to participate in an ATV event is 15 years old. Ages are as of the date of the event. Motorcycle is 14 years old. Ages are as of the date of the event.
2. Youth events have specific age requirements for the classes, see Youth Chapter for requirements. (2013 AMA RULE BOOK)

### **Classification Protests: (2013 AMA RULE BOOK)**

## Class Types:

3. **Classes available/offered:** The exact class structure or which classes will be offered for the season will be posted in the season flyer. The flyer will be available for viewing or downloaded from the website.

4. **Youth Classes:** Youth Class details are covered in the Youth Chapter

5. **Age Classifications:** Within the MAXC age classifications are available:

### Adult ATV:

- A 30+
- B 15-24
- B 25+
- B 30+
- Senior 40+
- C 15-24
- C 25+

### Adult Bike:

- Vet A (30+ Open)
- Senior A (40+ Open)
- Vet B (30+ Open)
- Senior B (40+ Open)
- Super Senior (50+ Open)
- School Boy C (86cc-200cc) 12-18yrs old.

All age divisions may not be offered in all skill divisions. Riders competing in “age based” classes must be the qualifying age at the first event they compete in during the series. A rider may remain in the qualifying class for the remainder of the series if they choose, even if their birth date causes their age to exceed the age limit. Any skill level (i.e. A,B,C) may compete in an age classification that is not explicitly skill level identified (i.e. Super Senior).

6. **Displacement classifications:** Within the MAXC skill divisions of the following classes may be offered. Each of these classes will be based on the machines actual engine displacement as indicated on the factory cylinder markings or by bore and stroke calculations. A machine may qualify for the class only if its displacement is within the indicated range.

### Adult ATV:

- Quad AA (Pro)
- Open A
- 400 cc Sport
- D First Year Racer (Support Class)
- Utility Open
- Women’s Open

#### Adult Bike:

- Bike AA (Pro)
- Open A
- 4 Stroke A (150-250cc)
- 2 Stroke B (125-250cc)
- 4 Stroke B (150-250cc)
- Open B
- Open C
- 2 Stroke C (125-250cc)
- 4 Stroke C (150-250cc)

\*4 stroke specific classes can be split into 300 4-Stroke (0-300cc) and Open 4-Stroke (301+). 4 Stroke classes not split will allow any 4-Stroke engine size.

\*In classes where all displacements are not offered, then the range of the adjoining class will be increased to encompass the “missing” class (i.e. with no Open class, the 250cc class becomes 201cc and over.). .

7. **Skill classification:** The MAXC defines 5 separate skill divisions of riders. The MAXC series class definitions go beyond the AMA basic designations to allow for more divisions in skill levels. The intent of these skill level classifications is to allow for fair competition between riders of similar skill levels. **Riders should choose the skill classification appropriate for their skill level or risk forced advancement (see Promotion below).**

**The skill classification descriptions below are relative and do not represent that the MAXC, AMA, or promoter has assessed the abilities of the riders:**

- Expert: "AA/Pro" – **Highest skill level.** Riders who must ride in the MAXC expert classes: Current Top 10 AMA National Hare Scrambles Riders, any other rider who would fall into this skill level based on past performance or organizational rankings. Any rider who rides an Expert/Pro class in ANY other like competition at any time during our series must ride expert in our series for that season. Any rider who qualifies for advancement to “Expert” by MAXC rules.
- Advanced: "A" – **High skill level.** Any rider who rides in an “A” class in any other like competition, or any rider formally advanced to the A class by the AMA or MAXC must ride in an Advanced Classes. Any rider who qualifies for advancement to A by MAXC rules.
- Intermediate: "B" – **Medium skill level.** Experienced or generally a faster competitor than the Novice class but less than the advanced class. Any rider who rides in a “B” class in any other like competition, or any rider formally advanced to the B class by the AMA or MAXC must ride in an Advanced Classes. Any rider who qualifies for advancement to B by MAXC rules.
- Novice: "C" – **Relatively slower riders as compared to the Intermediate class.** These classes are meant for riders who are not at the competitive level of the intermediate class but have enough experience to not be considered beginners. The “*School boy*” class will be considered a C class.

- Beginner – **Relatively inexperienced or new riders.** Riders in this class must not have ever earned a trophy in any AMA sanctioned Hare Scramble, cross-country event or non-Youth Motocross event. (THIS IS SUPPORT CLASS ONLY “NOT RECOGNIZED BY AMA) Riders in this class are not eligible for AMA points.
- Youth Classification - See Youth chapter for Youth Class descriptions, requirements, and details.

8. **Class Movement:** will be determined by AMA rules.

### **Chapter 3: COMPETITION APPAREL REQUIREMENTS**

1. These requirements are AMA minimums to compete. Additional safety gear is recommended. Rider’s not meeting these requirements may not compete and may be disqualified if they do.
2. Eye protection in the form of shatterproof goggles, or appropriate and secure safety glasses must be worn during all competition.
3. Protective pants and jerseys must be worn during all competition.
4. Protective boots must be worn during all competition. AMA requires boots must be at least 8” high. Youth riders must have a minimum of leather or similar protective material “high top” boots completely covering the ankle and lower shin.
5. Safety apparel must be worn at all times during competition.
6. A helmet must be worn at all times when operating a motorcycle or ATV. This includes the event, transporting to the start line, pit area, etc. A rider not wearing a helmet while operating a vehicle can be penalized or disqualified at the referee discretion.
7. **It is the rider’s sole responsibility to select a helmet and safety apparel which will provide adequate protection.**

### **Chapter 4: EQUIPMENT**

1. Handlebars must be made of steel, aluminum or other suitable mass manufactured types. Repaired, cracked or broken handlebars are prohibited.
2. Gas tanks must be in good condition. Leaking tanks are prohibited. Gas may not be carried except inside machines manufactured gas tank.
3. Every motorcycle will have a functional kill switch

4. **Every ATV must have a functional tether type kill switch.** It must be attached to the rider as designed to facilitate an engine shutdown in the event the rider is separated from the ATV.
5. Maximum overall tire width for ATVs is 50”.
6. All Motorcycles and ATVs must have functional front and rear brakes and a self-closing throttle.
7. All ATV front and rear bumpers must be a tubular design with no sharp protruding edges.
8. All machines must be in good working order with no loose parts, no leaks, and overall mechanically sound condition. Vehicles may be disqualified from competition due to safety considerations.
9. Radio communication with the rider is prohibited. Radio communication with field personnel or pit crews is allowed as long as it does not interfere with the event promoter’s frequencies in use. Interference with official radio frequencies can result in rider penalties.
10. The referee may disqualify any vehicle that does not conform to the rules. They may inspect any part of a vehicle entered into an event at any time before, during or after an event. A rider refusing inspection is automatically disqualified from the event.
11. An inspection by the referee or any other official does not in any way mean they have deemed the vehicle safe but only that it has met the rules or rule for which it was being inspected. It is the rider’s responsibility to determine the condition of the vehicle and riding equipment.
12. At no time may a rider change machines during an event. If a rider’s original machine becomes inoperable, the rider **MAY NOT** return to the course and ride for “practice” or any other reason.

## **Chapter 5: RIDERS MEETINGS**

1. Riders meetings are **MANDATORY**. All riders are required to attend the riders meeting. Riders who receive penalties due to missing information provided at a riders meeting will be held responsible.
2. The start of the riders meeting will be announced prior to the race. All riders are required to turn off their engines during riders meeting regardless of their proximity to speakers or meeting. This includes all riders in the pit area, warm up area (if available) and all other locations within earshot of the riders meeting. Riders failing to stop engine or interrupting a meeting may be penalized.

3. Riders meetings will be either “on the line” 10 minutes prior to start or 20 minutes prior to the start in an area designated at signup.

## **Chapter 6: START**

1. Youth will start at 8:00am local time. Motorcycles will start at 11:30am local time. ATV's will start at 2:30pm local time. Be aware of time zone changes.
2. MAXC events will be a dead engine start except: Youth Peewee start live. Youth Mini classes start live.
3. Class starting order will be standardized each season by the MAXC.
4. Starting order will be marked with signs on stakes to identify class rows. Classes may be combined on one row.
5. Riders **MAY NOT** move start line stakes, or lineup outside the markers unless directed to do so by the starter. Riders who are not lined up properly may cause false starts in the next class and may be penalized for failure to comply. Penalty if imposed will be loss of 1st lap score.
6. Classes will start 30 seconds to one minute apart unless otherwise directed at the riders meeting.
7. **ANY RIDER FOUND STARTING ON THE WRONG ROW** will be penalized a minimum of one lap. At scoring time, the rider's **FIRST** lap will be removed and their place recalculated. A rider who starts on the wrong row and only finishes one lap will have their score placed so as to be last in their class 1 minute behind the next rider.
8. Any rider who has a false start must return to the line behind their class and start with the next class. A rider who has a false (early) start and does not return will be penalized a minimum of one lap.
9. Any rider whose machine does not start within 30 seconds of the start must remove their machine from the start area immediately. Such a rider may reattempt to start their machine with the next class. A rider who does not clear the start line in time for the next class start may be penalized. Once the starter has given the “engines off” signal, **NO** engines are to be started including any from prior classes who have not yet started.

## **Chapter 7: SCORING**

1. When being scored, the rider must make every effort to clear the tent quickly to not create bottlenecks. No pit activities, finding drink water, adjusting, checking mechanical items, etc. will be done inside the scoring tent. Riders must come in quickly, stop be scored, and get out. Nothing else is allowed. Riders that cause delays in the tent may be penalized.
2. Riders are not allowed to pit, gas, get water, etc. at the scoring stations. Interference with other riders being scored could result in penalty up to disqualification.
3. Riders are not allowed to converse with scoring personnel during the event except to report emergencies. The scoring personnel are not allowed to answer general questions (i.e. how many laps to go) as this may cause delays in scoring other riders.
4. If a rider kills their engine in the scoring tent, and IF no riders are behind them, they rider may make a QUICK attempt to start their machine. A rider who kills their engine must dismount and remove the machine from the tent immediately. Failure to remove the machine from the tent while holding up other riders may result in penalties. Riders removing their machine must move the machine at least 15 feet beyond the tent exit and clear of exiting riders.
5. Riders are required to use the helmet number given to them at signup. Riders who fail to use the provided number will not be scored.
6. If the rider is provided with a rear helmet sticker/code/tag they are required to use it and display it properly. Failure to do so may result in a penalty.
7. Scoring personnel will assist any rider with questions about label placement prior to an event.
8. In the event of a stopped event, the event may be scored based on the current standings of all riders as they finish or the race may be scored based on the current standings of all riders at some particular point in the race (i.e. end of the last lap).

## **Chapter 8: FINISH**

1. The “White Flag” will be shown at scoring to indicate the leader is on their last lap and will receive the checkered flag when they finish.
2. When the leader has completed one lap after the white flag is displayed, the race is over. The race may be declared “over” early or prior to the leader at the referee discretion in order to clear the course of slower riders for the next event, clear course before dark, clear course due to track conditions, etc.

3. Large orange safety cones will be displayed on each side of the course near the scoring tent, typically 25 to 75 feet from the entrance. These signs mark a strict **no passing** and high **caution** zone. Riders passing in this area may be penalized. Normal penalty for passing in this zone will be the loss of the offending lap's score. Within the no passing zone, no part of the front tire should pass the rearmost part of the machine in front. Riders must be in a single file line. Only exception is the Final Lap.
4. Riders may pass within the no-passing zone if the passed rider is on a disabled machine AND they are directed to do so by scoring authority.
5. The Checkered Flag is displayed prior to 25 feet from the scoring tent; on the Final Lap the finish is considered the finish line. This checkered flag will be waived by race personnel prior to the scoring tent. A checkered flag is required to mark the FINISH LINE on the last lap only.
6. After the checkered flag is displayed (even if it is displayed early) the riders who remains on the course will have 1½ times the leaders finish lap time to and make it back to the scoring tent and clear the course (i.e. if the leader lap time was 20 minutes, remaining riders have 1.5 x20=30 minutes to clear the course). Any rider who does not make it to the scoring station before it is closed will be scored on based on their previous lap (if they made one). Referee may extend the scoring close time at **their discretion**.
7. Riders must complete the course on their own or their machine's power. A rider may push their machine to the finish line but may not be helped by spectators, crew, etc. A rider may not block the course in order to push their machine across the finish line. A rider pushing their machine to the finish must do so on the regular course to be scored.

## **Chapter 9: RESULTS**

1. All class results will be posted after the last rider is finished scoring. Results will be posted by class and include the helmet number of the rider, the riders' name and manufacturer brand put on the signup sheet.
2. Riders in contingency programs must check the results to ensure they are correct. Correct manufacturers must be checked. Corrections must be provided to scoring personnel in writing or the rider MAY LOSE CONTIGENCY credit. Only MAXC members will have guaranteed manufacturer tracking. Non-member manufacturer data will not be available.
3. Riders are not allowed to remove the posted results unless directed to do so by the referee or scorer. If a rider has a question or problem with the posted results the referee should be informed and protest procedures followed if appropriate.

4. 30 minutes after the results have been posted, the protest period is closed and the results are final. Any errors found after the fact will not affect award positions.
5. It is each rider's responsibility to view his or her score during the protest period to verify it is correct.
6. Scores displayed on the Monitors during the race are "unofficial". Scores at race time may be adjusted prior to posting due to errors in signup, disqualifications, penalty assessments, etc. and it is each rider's responsibility to check their final score on the official posted results.

## **Chapter 10: PROTESTS (ALL PROTESTS WILL BE GOVERNED BY 2013 AMA RULE BOOK PROCEDURES)**

1. No rider protests will be accepted after the protest period.

## **Chapter 11: AWARDS**

1. Amateur class's awards will be in the form of a Plaque or Trophy.
2. Awards will be presented to riders after the protest period.

## **Chapter 12: VIOLATIONS AND PENALTIES**

1. The referee may disqualify any rider, from a race meet for any violation of an AMA or MAXC supplemental rule, insubordination, or other actions deemed in the sole discretion of the promoter or referee to be detrimental to the race and the sport.
2. 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.
3. A rider's actions may be cause for and resulting in a disqualification during the event. The referee may choose not to remove the rider from the course to avoid problems during the race. In such cases the rider will learn of disqualification when the scores are posted. The rider may appeal this decision to the AMA only.
4. Penalties may be imposed on a rider for rule violations. In general penalties assessed will be at the discretion of the referee depending on the nature of the offense and its circumstances. Penalties may be any of the following:

- Reduction of one or more positions within their class. When such penalty is assessed, the method will be to remove the rider's last score. The rider's score will be reentered in the score system so as to locate the score behind the appropriate rider in their class. The new score will take on the adjusted time of the new score location.
  - Reduction of the number of laps completed. In the case of a lap reduction, the rider's first lap score will be removed or the lap on which the problem occurred
  - Disqualification. Rider may be disqualified during an event or after an event. In the case of during event disqualification, no notice will be given to rider since this may cause disruptions to the remaining participants.
  - Additional penalties. Riders may receive additional penalties including but not limited to retroactive penalties, monetary fines by both the promoter and the AMA, disqualification from next event, disqualification from the series, and suspension from the AMA for all competition.
  - Loss of points. Points may be forfeited for the event, or retroactively for all events that season.
5. The following offenses are subject to disciplinary action by the promoter, referee, or AMA. This list is for 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. This is an excerpt from the AMA Amateur Competition rulebook. Highlights and additional interpretations are listed below:
- In any way attempting to gain unfair advantage
  - Intentional "Cheating" of any form.
  - Falsifying one's name, age, or ability level.
  - Entering and competing on a machine in a class that the machine would not qualify for (i.e. a 200cc in the 250cc class).
  - Failing to attend riders meetings
  - Riding in such a manner as to endanger life and limb of others.
  - Failing to respond to course official instructions.
  - After leaving the marked course, failing to re-enter the course at the same location and in so giving unfair advantage.
  - Receiving any form of prohibited outside assistance including but not limited to reception of radio transmissions while in competition.
  - Causing a race to be stopped.
  - Abetting or knowingly engaging in a race which is "fixed" or prearranged.
  - Offering or giving bribes, wagering on outcomes.
  - Attacking a race 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.
  - Engaging in any unfair practice, misbehavior, or action deemed by the referee, promoter, or AMA to be detrimental to the sport.

## **Chapter 13: YOUTH**

Warning- below is a repeat from The AMA Rulebook 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. The American Motorcyclist Association, the Mid America Cross Country, LLC (MAXC), does not test the skill of individual participants in AMA sanctioned amateur or youth events, nor do they license amateur or youth competitors or judge rider competence. Participants (and Legal Guardians) are solely responsible for their own safety. Be aware that motor sports are inherently dangerous. Neither the MAXC, AMA, will test the skill of individual participants or inspect the condition of their motorcycles. Parents or legal guardians must remain present at all times and be solely responsible for the condition of their child's motorcycle and their ability to operate them. The promoter does not provide medical insurance coverage. If you have doubts about your child's personal abilities to participate in this event or if you believe your personal insurance coverage is not adequate to compensate you for any injury or loss that might occur, do not to enter your child in this event.

1. Parents and Legal Guardians are strongly encouraged to inspect the course prior to the race. Any questions or concerns should be brought to the immediate attention of the race official/promoter.
2. Parent or Legal Guardian must sign AMA release form allowing youth to compete. Legal Guardian must have notarized documentation reflecting their legal guardian status. This document must be retained by the promoter and filed with riders release form. Parents and/or legal guardian must have proper photo identification to sign releases.
3. The parent or legal guardian must remain present at all times during participation of AMA member in any youth event.
4. To authorize a minor to compete, the parent or legal guardian must sign below the minor's signature on the entry form.
5. The minor must be large enough and mature enough to control their machine at all times and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting and putting both feet on the ground. The promoter or referee has the full authority to disqualify a rider that in their opinion cannot safely control his/her motorcycle.
6. Youth Classifications – Youth classes are offered which are combinations of age, and displacement, machine design, restricted classes. MAXC classes reflect select AMA youth classes which cover the widest range of riders and machines based on previous participation. There may not be a class to fit every rider. Riders must meet all class requirements to participate.
7. AGES: In the MAXC the regular AMA "Jan 1" age rule will APPLY as follows: "A Riders Age on January 1<sup>st</sup> will determine his/her age for that season. Riders are encouraged to determine at the beginning of the points season which age class they will participate in for the points season."

8. Youth riders are required to pass any rider, particularly smaller or younger classes being run simultaneously in their race in a sportsmanlike manner. Riders who act unsportsmanlike or who make contact of any kind with other riders may be removed from the event. No youth rider is to come into contact with another youth rider at any time on the course. Such conduct will be at the discretion of the race personnel.
9. Riders shall come to a complete stop at all scoring stations or checkpoints unless otherwise instructed by the scorer. It is the responsibility of the rider to be scored.
10. Guardians, parents, guests, etc. must remain at least 15 feet away from all scoring personnel. Do not have conversations, or distract the scorers. Failure to comply may result in penalties to the rider.
11. Riders may be disqualified from an event at the sole discretion of the referee based on the riders perceived abilities, or riders perceived to be riding recklessly. Such decisions are final and may not be debated by riders, crew, parents, etc. Any undesirable conduct by the crew, parents, etc. regarding such a decision may result in further penalties.
12. Safety equipment including protective eyewear, boots, and helmets must be worn at all times during competition
13. Youth riders are not allowed to ride their machines at ANY time on the race facilities or course except going directly from their vehicle/pit to the start line and back. Youth riders must be in 1st or low gear while going to and from the start/finish line.
14. Youth riders found riding at other times may be penalized including disqualification from the current and next event. Repeated offenders will be disqualified from the series.

**“THE 2013 AMA RULE BOOK AND THESE SUPPLIMENTAL RULES  
WILL GOVERN THESE EVENTS”**