2026 RULEBOOK

2026 AMA Racing Rules
Governing Pro/Am, Standard, ATV and Youth Competition
An exclusive service to members of the
American Motorcyclist Association

The American Motorcyclist Association takes pride in its long record of achievement as the world's largest sanctioning body for the sport of motorcycle competition. 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 related to safety are made to make everyone concerned with safety. However, the AMA neither warrants safety if the rules are followed nor compliance with the 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.

Recognized and non-recognized districts, and organizations within a district, must submit any temporary or locally appropriate supplemental regulations for approval by the AMA Racing Department. Supplemental regulations may not be in conflict with national rules. In the event of a protest or appeal, the judgment will be based on information contained in the AMA national rules. Contact the AMA at (800) 262-5646 for the address of your district office.

The American Motorcyclist Association (AMA) prohibits discrimination in all of its programs and activities (including all AMA-sanctioned events) on the basis of race, color, national origin, creed, religion, sex, age, disability, veteran status, marital status, familial status, parental status, sexual orientation, or any other category protected by applicable state or federal law.

HOW TO USE THESE RULES
These rules are to be used for all types of AMA-sanctioned Amateur and Youth competition. These rules should be used in the following manner:

1. Become familiar with the definitions found in the glossary.
2. Know who may ride and how to determine their proper classification, which is found in each discipline chapter.
3. Equipment standards are listed in each discipline chapter and only apply to that chapter.
4. Chapter 1 begins with the rules that apply to Motocross followed by chapters for Off-road, and Track Racing. Special rules that pertain to each specific type of competition are listed in the appropriate chapter. A special rule takes precedence over the general rule when they differ. Example: The special rules for Observed Trials found in Section 2.10 of Chapter 2 are to be used with, and in addition to, the general rules at the beginning of the same chapter.
5. The youth rules are specific to each chapter and can be found in the proper sections of each chapter.
6. Each chapter has a section pertaining to ATVs and is to be used in addition to specific discipline rules where applicable.
7. Protest or appeal procedures are in Chapter 4.
8. Chapter 5 contains the appendices.
9. Any reference to a "motorcycle" also includes a supermini and minicycle unless noted otherwise.
10. New or changed rules will be in ***bold and italicized.***
11. The 2026 rules are in effect as of Jan. 1, 2026. The electronic version on AMA website supersedes printed copy. Revisions or clarifications will be reflected in the 2026 Revisions Chart on pg. 3.

General questions regarding the rule book should be directed to
racing@ama-cycle.org.

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2026 Revisions Chart

The 2026 rules are in effect as of Jan. 1, 2026. Electronic version on AMA website supersedes printed copy.

Section	Contents	Pag

Revisions or clarifications will be added in this chart on the online electronic version of the AMA Rulebook when necessary. The electronic rulebook version on the AMA website supersedes the printed copy.

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Questions regarding the Motocross section of the rule book should be directed to mxracing@ama-cycle.org.

SECTION 1.1
MOTOCROSS RIDERS AND ELIGIBILITY

Special Note: Participants are solely responsible for their safety.

A. General

1. All riders in AMA-sanctioned competition are required to be AMA members or have an AMA-issued one-event pass. AMA associate members cannot participate in AMA-sanctioned competition.

2. Recognized district organizations and competition partners may require an additional membership in AMA-sanctioned meets they manage.

3. The AMA does not require that a recognized district partner recognize the memberships offered from other recognized districts or competition partners. Any such arrangements shall be by mutual agreement between affected organizations.

4. Entry fees can be altered at the organizer's discretion for riders without specific series or event memberships.

5. AMA-chartered clubs or organizers may collect a contestant's AMA membership card when they sign in and return the card at the end of the meet.

6. The minimum age for amateur riders is 12. A rider must be 14 or older to ride a 201cc to 250cc motorcycle. A rider must be 16 or older to ride a 251cc or above motorcycle. See ATV section 1.4 for ATV age limitations. The age of the rider is determined as of the date of the event, except in youth competition.

7. Standard meets are open to all qualified AMA members in good standing. Gender will be determined by the original birth certificate ***or certified copy***. A person whose gender identity does not match their original birth certificate ***(issued at birth)*** should contact the AMA for eligibility.

8. Recognized, non-recognized districts, competition partners, organizers or series that require supplementary regulations must submit any supplementary regulations to the AMA for approval prior to the first event of the year. Failure to do so may result in permanent loss of sanctioning privileges. Supplemental rules must include any class structure not included in the AMA Rulebook and won't include district or series information and district policies. Supplemental regulations must be submitted for approval for any deviation from the AMA regulations.

9. No rider under the legal age of majority in the state in which the meet takes place may compete without the written consent (signature on liability releases and entry forms) of their 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 who they are responsible for is at the meet.

10. No race personnel, officials, riders, mechanics, photographers and anyone associated with riders may consume, or be under the influence of, intoxicants or drugs that could affect their normal mental or physical ability. Failure to comply with this requirement may result in disqualification of the rider and/or a fine. 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.

11. Riders and/or family and pit crew who direct foul and abusive language to an official of the sponsoring club, organizer, AMA official, or district official are subject to disqualification for the entire meet and additional penalties up to, and including, suspension by the AMA.

12. Each rider is responsible for the actions of their family and pit crew, and any detrimental action caused by these individuals puts that rider at risk of disqualification and additional penalties up to, and including, suspension by the AMA.

13. All riders and other race personnel must assess the track, facilities, existing conditions and other matters relating to safety for themselves. The AMA can't and doesn't supervise any competition. All riders and race personnel must rely on their own judgment and assume all risks of participating in competition.

14. Any member subject to disciplinary action by AMA Pro Racing, including a permanent revocation and loss of license to engage in professional competition, shall be ineligible to participate in any AMA-sanctioned amateur competition.

15. All riders, motorcycles, and ATVs participating in any AMA-sanctioned meet must comply with the Amateur rule book.

16. Foreign riders attending AMA-sanctioned events must submit an AMA International Rider Eligibility application to the AMA offices prior to competing in AMA-sanctioned events. The AMA reserves the right to classify the rider based on previous riding history at any time. Foreign riders who fail to submit an application prior to competing will be classified B class or higher, until their application is approved. The application can be found at www.americanmotorcyclist.com. Youth riders competing in youth classes are exempt from the eligibility process.

17. The rider must be able to control their motorcycle or ATV at all times, and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting, and putting one or both feet on the ground. The referee has the authority to disqualify a rider who can't safely control their motorcycle or ATV.

18. The minimum age for competition is no younger than 4. The referee or designated race official may ask for any rider's proof of age. Proof of age must be available at all meets or the rider may be subject to disqualification. Acceptable proof of age is considered to be: birth certificate, driver's license, passport or state-issued ID card.

B. Motocross

1. 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.

2. *In general,* the course *should* be between a 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. The AMA does not homologate racetracks.

3. A stadium motocross is held in a stadium or other confined area on a manufactured track. Stadium motocross uses a heat-final type of program.

4. In any heat or final race at stadium motocross meets the organizer may limit the number of motorcycles to a maximum of 25.

C. Arenacross

1. Arenacross is held in an arena or other confined area on a manufactured track. Arenacross uses a heat/final type of program.

D. Supercross

1. Supercross is held in a confined area on a manufactured track typically on a larger scale than Arenacross. Supercross uses a heat/final type of program. Supercross may be held indoor or outdoor.

E. Snowcross

1. Snowcross is held on a manufactured track made of snow using motorcycles modified specifically for competition in the snow.

F. Riders and Classifications

1. Classifications

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

   a. Riders advance from one rider classification to the next higher classification based on their Rider Performance Value (RPV).

   b. A rider may not return to a lower classification without AMA approval.

   c. The AMA National Advancement System must be used for rider classification advancement.

   d. Riders are responsible to enter only classes in which they are eligible. See Section 4.4 for the penalty.

   e. The AMA, on the basis of participation and achievement in district-level competition, shall classify riders unless otherwise provided by AMA rules. A rider who hasn't been previously classified by the AMA will have their classification determined by the district, or by the meet referee in unrecognized districts.

   f. ATV & motorcycle rider's classification are not considered the same. Riders must achieve classification on each separately.

   g. Women racers may drop down one classification when racing outside a designated Women's class, unless previously advanced through the National Advancement System. (i.e. Women's A riders can race in the 250B class).

2. Self-Advancement

   a. A rider may choose at any time to advance to a higher rider classification.

   b. 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.)

c. Riders who race in MX and Off-Road (including, but not limited to, Enduro, Hare and Hound, Hare Scrambles, ***Hard Enduro***, Grand Prix and Vintage Hare Scrambles) and have different classifications in each type of racing may not vary more than one level.

d. Riders who participate in a higher-level classification at any AMA or non-AMA track will be considered as advanced to that classification.

3. A Classification

a. At any meet, only A class riders (the highest rider classification) may compete for cash prizes. Any rider receiving a cash prize will be considered an A rider. Contingency isn't considered a cash prize.

b. Professional Motocross or Supercross riders, or any riders holding a professional racing license from another country are eligible to compete in amateur competition and are eligible for the cash awards (purse) from the event, but not eligible for district points. Pro riders are not eligible for any factory contingency awards for the event unless otherwise stated in the contingency program guidelines or rules.

G. National Advancement System

1. Riders will receive advancement points for participation in all AMA-sanctioned motocross (or any similar activity) meets. Advancement points will calculate a Rider Performance Value (RPV) to advance riders to the next classification.

2. The advancement year will be from Nov. 1 to Oct. 31 each year. The RPV at the advancement year end (Oct. 31) will be used for advancement purposes. A rider cannot be advanced mid-season through the National Advancement System. The start of the new advancement year, the points are cleared and reset to zero. Riders being advanced will go into effective Jan. 1 of the following year.

3. Amateur racers between the ages of 12 and 16 as of Oct. 31 of that advancement year riding the B class shall not be forced into the A class based on RPV, regardless of how many B races or advancement points they have. Riders in this age group may advance based on their own ability/competence.

4. In series that roll over into a new year, riders must begin the series in the class they will compete in during the new year. A rider can't continue racing their class from the previous year if they are no longer eligible as of Jan. 1.

5. Rider Performance Value (RPV)

   a. There are six (6) categories for earning an advancement RPV value based upon the motocross class: 250 RPV, Open RPV, Youth Advancement RPV, Combined Class RPV, ATV RPV, and individual Vet class RPV. A rider may earn multiple RPVs but advancement points are not transferable between RPV categories.

   b. Limited and modified classes will be combined within a displacement RPV category. (ex. 250 C Limited class and 250 C class points are calculated together for a 250 RPV).

   c. To be considered for advancement a rider must have a minimum of six points-paying finishes in a class within the rider's classification within a RPV category.

   d. Race results that have a DNF overall or a DNS overall finish aren't to be used for purposes of calculating a rider's advancement RPV.

   e. Race results that result in zero advancement points are not to be used for purposes of calculating a rider's advancement RPV.

Riders earn performance points based on their finishes at each meet according to the following:

Rider Advancement Points

Finish Position	Points 5-14 Participants	Points 15-24 Participants	Points 25-34 Participants	Points 35 + Participants
1	15	18	25	35
2	13	16	23	30
3	11	15	22	25
4	9	14	20	22
5	6	13	18	21
6	5	12	16	20
7	4	11	14	19
8	3	10	13	18
9	2	9	12	17
10	1	8	11	16
11		7	10	15
12		6	9	14
13		5	8	13
14		4	7	12
15		3	6	11
16		2	5	10
17		1	4	9
18			3	8
19			2	7
20			1	6
21			1	5
22			1	4
23			1	3
24			1	2
25- 40			1	1

**Example:* A rider has 18 B class entries. The rider 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 they are advanced to the A class.

6. B Classification Advancement

   a. B classification advancement classes will include, but not limited to all 250 B, Open B, ATV B, and Vet B classes.

   b. All B riders carrying an RPV of 15 or higher at year-end will be advanced to the A class.

   c. Riders who placed in the top five overall in a B class at the 2025 AMA Amateur Motocross National and will be 17 years or older as of Jan. 1, 2026 will be advanced to the A division at the end of the 2025 advancement season. Note: Schoolboy class is a youth class, not a B class.

   d. Riders who place in the top five overall in any B class three times at an AMA Major Sanctioned event in the 2025 advancement season and are 17 years or older as of Jan. 1, 2026 will be advanced to the A division at the end of the 2025 advancement season**.** Note: This rule does not apply to any Vet or Senior class listed as B. Schoolboy is a youth class and therefore not considered a B class.

7. C Classification Advancement

   a. C classification advancement classes will include, but not limited to all 250 C, Open C, ATV C, and Vet C classes.

   b. No rider is to be classified as a C rider if that rider has participated in the AMA Amateur National Motocross Championship in any previous year in any class with the exception of any micro, girls or women classes unless otherwise specified.

   c. Riders who placed in the top 5 overall in a Women class at the previous AMA Amateur National Motocross Championship are no longer eligible to compete in the C class.

8. Youth Advancement

   a. Riders eligible for advancement include youth riders competing in classes structured with age groups between the ages of 12-17. Youth advancement points are used only to advance riders to the B classification. Only AMA-recognized advancement classes will be used to calculate a Rider Performance Value (RPV).

   b. All youth riders carrying an RPV of 15 or higher at year-end will be advanced to the B class.

   c. Youth advancement classes include, but not limited to 85 (12-14), Supermini (13-16), Schoolboy (12-17), etc.

9. Combined Class Advancement

   a. Amateur classes that have combined classifications, the riders will be separated by classification and points will be awarded according to the number of riders within their classification based upon the Rider Advancement Points chart.

   b. All Combined advancement points will be calculated together within the advancement year, riders carrying an RPV of 15 or higher will be advanced to their next higher classification.

   c. Combined advancement classes include, but not limited to Collegeboy B/C, Two-Stroke, 30+ B/C, 25+, 40+, 50+, etc.

10. Appealing Advancement or Classification

a. Riders advanced through the National Advancement System. For riders who wish to contest advancement through the National Advancement System. Riders may appeal their advancement through the National Advancement once per the national advancement year (Nov. 1 through Oct. 31). Riders who have submitted a National Advancement appeal to the AMA offices may continue to compete in the lower classification until a decision is rendered. A referee may request a confirmation of a pending appeal.

b. Riders appealing their current AMA classification (self-advancement). Riders who wish to contest their current AMA classification, may submit a classification appeal to the AMA offices at any time. Riders may appeal their classification once per year. A rider may not compete under appeal in a lower classification. Only once their appeal decision is approved may that rider drop down a classification.

c. The AMA Advancement/Classification Appeal Board will render decision on advancement and classification appeals. There is no second appeal to this advancement/classification appeal process. The AMA Advancement/Classification Appeal Board will be moderated by the AMA Motocross Manager and consist of three AMA Motocross Commission members. In the event the Motocross Manager is absent, the AMA will select a replacement to conduct the process.

d. A $50 fee must accompany all advancement and classification appeals. Appeals must be made in writing accompanied by supporting information and submitted to the AMA through an electronic submission form found at www.americanmotorcyclist.com or be submitted by mail to American Motorcyclist Association, 13515 Yarmouth Dr., Pickerington, Ohio 43147.

e. Riders who wish to contest advancement or classification are only those who are considered completely non-competitive in the class they are leaving and will not dominate the class in which they are returning.

f. A rider returning to competition after several years must request to be reverted as explained above and cannot move back a class automatically or without prior AMA approval. Failure to comply with this requirement will result in a disqualification from the current event or other disciplinary action.

g. The AMA Advancement/Classification Appeal Board reserves the authority to advance a rider's classification that has no RPV in the previous advancement year but has demonstrated an advanced riding ability that is supported by documented race results, at any time.

h. The AMA Advancement/Classification Appeal Board reserves the authority to re-evaluate and overturn an advancement ***or*** classification appeal decision based upon new information and/or documented race results within six months of the AMA Advancement/Classification Appeal Board's decision.

H. Entries

1. Contestants must sign all entry blanks in ink. An organizer may refuse the entry of a rider who hasn't made arrangements to pay medical bills or ambulance bills incurred as a result of injuries at a previous meet sanctioned by that organizer.

2. Organizers may establish advanced entry closing dates. Organizers may accept post entries with higher entry fees. In any case, the conditions of entry must appear in all advertisements.

3. Entrants may be removed from a meet for breaking any rules of conduct. Organizers and districts can't issue suspension of AMA competition privileges.

4. No entrant will be eligible to enter more than four classes during a single-day meet. For meets that run more than one day, riders may enter up to six classes.

5. A youth or amateur entrant may use the same motorcycle in more than one class on the same day as long as the motorcycle and rider meet the requirements of the class.

6. Under penalty of disqualification, a rider may not use more than one motorcycle in any class unless otherwise stated and finish the race on the same motorcycle they start on.

7. More than one contestant may ride the same motorcycle, as long as the riders are entered in different classes (e.g., 250A and 250B).

8. A rider must actually start an event to be considered a participant.

I. Youth Riders and Eligibility

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

1. To compete in a youth ***class***, an AMA member must be no younger than 4 and no older than 17 of the current year. The referee or clerk of course may ask to see any rider's proof of age. Proof of age must be available at all meets or the rider is subject to disqualification.

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

    a. To authorize a minor to compete, parents, legal guardians or authorized adults must sign below the rider's signature on the entry form.

    b. The notarized authorization signed by the rider's parents or legal guardians giving responsibility to authorized adults must be kept on file with the rider's release form.

3. The rider must be large enough and mature enough to control their motorcycle or ATV at all times, and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting and putting one or both feet on the ground. The referee has the authority to disqualify a rider who can't safely control their motorcycle or ATV.

4. A rider's age on Jan. 1 will determine their age for the remainder of the year. A rider may move to the next higher age class in the Youth Division only if they will be eligible to do so at any time during the year and they meet the age requirements for the machine they will be competing on in the new class. Once a rider moves to the next higher age class in AMA or non-AMA competition, they may not move back to the lower age class. Riders are encouraged to determine at the beginning of the points season/year the age class they will participate in for the points season/year. Points earned in a lower age class won't transfer to the higher age class. The AMA at its sole discretion, under special circumstances, may determine that non-AMA sanctioned events may be exempt from this sale.

5. No A class riders are permitted to compete in any Youth classes.

6. Youth Entries

    a. No youth rider shall ride as more than one age during any meet. (For example, a rider is either 11 years old or 12 years old during the meet.)

    b. A youth entrant may use the same motorcycle or ATV 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 motorcycle.

SECTION 1.2
MOTOCROSS EQUIPMENT

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

A. Equipment Definitions

Note: Applies to all Motocross Racing disciplines

1. Motorcycle – A motorcycle is defined as a two-wheeled vehicle propelled solely by a combustion engine.
    a. Motorcycles must meet all of the requirements of a motorcycle with the exception of those specific to electric motorcycles listed in this section.
2. Electric Motorcycles – A Class 4 Electric Motorcycle is defined as a two-wheeled vehicle with an electric drive system activated with a throttle, propelled solely by a motor powered by stored electricity from a battery pack.
    a. Electric motorcycles must meet all of the requirements of a motorcycle and those specific to electric motorcycles listed in this section.
3. Electric Bicycles – A Class 1 Electric Bicycle is defined as a low-speed, pedal-assisted two-wheeled vehicle. It is equipped with a motor powered by stored electricity from a battery pack that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches a speed of 20 mph, and is limited to a max of 750w.
    a. Electric bicycles will be governed by supplemental event and technical rules as published by the AMA until such time as a comprehensive rules section can be added to the AMA Rulebook.

B. Homologation of Motorcycles/Minicycles

1. Next year model machines are not eligible in any class at the AMA Amateur National Motocross Championships.
2. All motorcycles/minicycles
    a. To be approved for AMA-sanctioned competition, motorcycles/minicycles (engines and frames) must be available through retail distributors.
    b. For a motorcycle/minicycle to be homologated, the manufacturer must apply to the AMA, register the machine's specifications, provide photographs, OEM parts list, provide 10 identical machines of the same year and model for AMA inspection and an additional 65 identical machines of the same year and model are manufactured and available for sale to the general public through a distributor network by April 15 of the current model year.

c. Manufacturers and distributors must have a sufficient quantity of spare parts to meet customer demand for a minimum of the current model year being approved.

d. Superseded or redesigned parts must be submitted to AMA Racing for review and approval before their use in competition. These parts must be listed in the current OEM parts list supplied to AMA Racing.

e. The AMA may require one unit of each approved model and/or superseded or redesigned part(s) to be provided for long-term parts comparison.

f. Only after the homologation paperwork has been verified and approved by AMA Racing will the motorcycle/ minicycle be added to the approved for AMA competition list.

g. Homologation will last until such time as the motorcycle no longer conforms to the current limited class rules.

h. Homologation is required each year for new models even if that model hasn't changed from the previous year homologation.

i. AMA Racing will provide a list of homologated motorcycles/ minicycles. This list may be updated at any time.

j. If at any time it is discovered that the manufacturer hasn't met the requirements or falsified any information during the homologation process, the manufacturer may be fined up to $10,000 and may be placed on probation or suspension from AMA competition for up to five years.

k. Motorcycles/Minicycles will be approved at the sole discretion of AMA Racing.

C. Limited Class Equipment Standards

1. To be eligible for any LIMITED CLASS, the following ARE NOT PERMITTED to be changed or modified:

   Air Box
   Air Box Vent Tube
   Air Filter Screen
   Air Intake Boot
   Axle
   Battery Pack (Electric motorcycles)
   Brake Rotor Size (thickness/diameter)
   Brake Master Cylinder
   Brake Reservoir Cap
   Carburetor (including any parts with exception to jets)
   Clutch (any part including clutch cover and actuator) [2]
   Crankshaft Stroke Length
   Cylinder Bore Size [1]
   EFI Throttle Body [5]
   Electronics [5]
   Exhaust Control Valve (ECV)
   Exhaust System (any part, spark arrestors may be removed)
   Frame [3]
   Front Forks [4]
   Front Fork Caps
   Hydraulic Clutch
   Ignition Cover
   Intake Spacer
   Internal Engine Components (blue printing is not allowed) [2]
   Internal Gear Reduction (Electric motorcycles)
   Lower Triple Clamp
   Motor (Electric motorcycles)
   Motor Controller (Electric motorcycles) [7]
   Oil Injection System (only oil may be in system) [6]
   Rear Brake Clevis
   Rear Shock [4]
   Reed Valve Assembly (any part)
   Rim Size
   Silencer (tip may be modified to accept spark arrestor)
   Subframe [3]
   Swingarm [3]
   Transmission (any internal part)
   Yamaha PW50 Ring and Pinion Gear
   Yamaha PW50 Start/Run/Off Switch
   Water Pump Assembly (any part except the cover) [6]
   Wheel Hubs
   Wiring Harness (Electric Motorcycle)

2. To be eligible for any LIMITED CLASS, the following ARE NOT PERMITTED to be added:

   Adjustable Leak Jet
   Bark Busters (closed end or wrap-around metal hand guards)
   Fork Brace
   Radiator Fan

3. The following notes are exceptions to the items listed above:

   a. [1] Cylinder re-plating is allowed but the original manufacturer's bore must be retained.

b. [2] Bearings, clutch plates, pistons, and piston rings may be aftermarket as long as they maintain the stock shape, design, and material of the OEM parts. Coating/plating must be identical to OEM parts and shall not be added or modified. High compression pistons are not allowed.

c. [3] Material may be added to the production frame or swingarm for strength, including welding. These changes shall not affect frame geometry.

d. [4] OEM front and rear suspension can be altered with internal modifications only. Shock linkage and suspension spring rates may be changed to any commercially available part.

e. [5] Programming or mapping changes to the stock OEM ECU unit are permitted.

f. [6] To be eligible for limited classes that use oil-injection systems, the system must be fully functional and only oil may be put in the reservoir. Pre-mix gasoline is not allowed in the oil-injection system.

g. [7] Programming or mapping changes to the stock Motor Controller unit are only permitted using the OEM supplied system. (Electric motorcycles)

h. [6] Electric water pump may not be added

4. Any item not listed above may be changed, modified, or added. For the Limited Class, the following ARE PERMITTED be changed or modified:

   Air Filter
   Anodizing (may be added to any external aluminum part)
   Brake Lever and Perch
   Brake Line
   Brake Pads
   Brake Pedal (Mini bikes only equipped with hand brakes may not add a foot brake)
   Brake Snake
   Chain, Chain Rollers, and Chain Guard
   Clutch Lever and Perch
   Cosmetic Items (with no performance advantage)
   Counter Shaft Cover (may be removed)
   Foam (may be added to any part)
   Foot Pegs
   Fork Bleeders
   Frame Guard
   Fuel Screw (adjustable)
   Fuel Tank (Carbon Fiber or carbon composite fuel tanks are not permitted unless homologated)
   Fuel Tank Thermal Cover (including heat tape)
   Gripper Tape
   Hand Guard (plastic open ended only)
   Holeshot Device
   In-line Water Cooler
   Number Plates
   Oil Cooler
   Power Valve Actuator Hose Kit
   Radiator Side Shrouds Radiator and Radiator Hoses
   Radiator Guard and/or Brace
   Rims (dimensions must remain stock)
   Rim Locks (may add, remove, or change)
   Seat (cover or foam)
   Shifter Lever
   Shock Linkage (commercially available parts)
   Skid Plate
   Spark Arrestor
   Spokes
   Sprockets
   Steering Stabilizer
   Throttle Tube
   Upper (top) Triple Clamp
   Water Pump Cover

Note: Cosmetic items may differ between identical machines such as color and graphics. A quick reference chart or frequently asked questions regarding limited class requirements can be found at www.americanmotorcyclist.com > Racing > Motocross/Arenacross > Motocross Rules.

5. Violations of the limited class rules as determined by the protest process or by the referee of the event will result in disqualification from the event ***and a 60-day suspension from all AMA competition***. A second violation of the limited class rules will result in a disqualification from the event and a suspension from AMA competition for one year (12 months from the beginning of the suspension). Changes that are cosmetic in nature are allowed so long as there is no performance advantage.

6. Sound requirements for limited classes:

Year	two-stroke	four-stroke
Post-2011	96dB/A	94dB/A
Pre-2011	99dB/A	99dB/A

D. 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 safely in competition. All classes are considered modified unless stated otherwise.

1. Engines (Modified Classes)

   a. Motorcycles must use the crankcases of the production motorcycle engine. The use of sleeving, stroking or boring to change displacement classes is allowed.

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

   c. Naturally aspirated engines only.

   d. Removal or alteration of displacement or bore size designations on cylinders or cases is prohibited.

   e. The displacement of the motorcycle or minicycle may not exceed the class limit. Piston displacement specifications depend on the type of meet.

   f. Piston displacement may be measured using either of the following formulas:

      (1) $V = 3.1416 * b^2h$; b is one-half bore, h is measured stroke

      V = 3.1416 x (one-half bore x one-half bore) x measured stroke x number of cylinders

      (2) $V = B^2 * 0.7854 * h$; B is bore, h is measured stroke

      V = bore x bore x 0.7854 x measured stroke x number of cylinders

      Note: If bore and stroke is in millimeters, divide the end product by 1,000 to convert to cubic centimeters (cc). If bore and stroke is in inches, multiply the end product by 16.387 to convert to cubic centimeters (cc).

2. All combustion engine motorcycles must use petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814. All gas must be stored in approved containers.

3. Transmission

   a. All motorcycles must be fitted with a transmission as catalogued and sold by the manufacturer of the motorcycle in question.

   b. Specially fabricated clutch levers or pedals may be used.

   c. Starting systems may be removed, including kick lever, pedal, starter crank gear and starter shaft. Kick pedals must be of the folding type.

4. Brakes

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

   b. A brake or braking device doesn't mean a compression release, although compression releases may be installed in addition to brakes.

   c. Motorcycles in motocross competition must be equipped with adequate, operating front and rear brakes.

   d. Brake ventilation is permitted.

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

5. Wheels and Axles

   a. Aluminum wheel axles are prohibited.

6. Frame

   a. Frame parts must be manufactured in a safe and workmanlike manner, and any frame modifications also must be done in a workmanlike manner.

   b. Titanium frames are not allowed.

   c. All stands must be removed.

   d. All footrests must fold back at a 45-degree angle for at least 50 degrees of movement.

   e. The maximum length of the footrest from the pivot point is 5 inches.

   f. Footrests may be raised or lowered but cannot be lower than the bottom frame tube.

   g. Sub frames may be replaced with aftermarket units of steel, aluminum, titanium or the same material of the OEM part.

   h. The frame with which a rider has qualified can't be changed unless authorized by the event referee when deemed unsafe.

      (1) Once the frame is deemed unsafe by the referee, it must be replaced.

      (2) When changing frame is approved, only items from the original motorcycle/minicycle can be placed on the alternate frame. Unless authorized by

the referee.

Note: Only the referee may authorize a frame change for safety reasons

7. Handlebars and Controls

   a. Handlebars must be made of steel, aluminum, titanium, or another material approved by the AMA. Repaired, cracked, or broken handlebars are prohibited. Handlebar mounts may be altered.

   b. Control levers must have ball ends at least 1/2 inch in diameter.

   c. All motorcycles must be equipped with a functional mechanical kill device (such as a compression release) or ignition cut-off switch mounted on the handlebar and able to be reached without taking one's hand from a handgrip.

   d. Motorcycles must be fitted with a self-closing throttle.

8. Forks

   a. Forks must be adequate in strength and size for the motorcycle and its use.

   b. If the forks are moved up in the triple clamps and protrude more than 1 inch (including air stem if so equipped) above the lowest portion of the handlebars, then a protection device must be fitted over them.

   c. A steering damper may be used.

9. Gas Tanks

   a. Gas tank capacity must not exceed 24 liters (6.34 gallons). 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. Carbon fiber or carbon composite fuel tanks are not permitted unless homologated.

10. Fenders

   a. The front fender and the rear portion of the rear fender may be removed, or special fenders may be fitted. However, any special fenders must be mounted securely and safely.

   b. Rear fenders must extend at least to a vertical line drawn through the rear axle.

11. Chain Guards

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

    b. A rear chain guard isn't required.

12. 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.

    c. Motorcycles must be equipped with mufflers.

    d. Sound Limits and Testing Procedures are located in Appendix 5.2.

13. Tires

    a. Recapped or retreaded tires are prohibited.

    b. No rubber or metal studs (or foreign materials) may be added to the tire tread.

    c. No paddle tires may be used.

    d. No liquid may be used as primary tire filler.

    e. Tires must be commercially/readily available.

14. Number Plates

    a. 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.

    b. Numbers must be at least 5-inch-high standard block letters. Numbers and letters must be clearly legible. Numbers must not be shaded or outlined and must have a professional appearance. AMA national numbers will take precedence in all events. Nothing but the number may appear on a number plate, except the top 2 inches of the front number plate for sponsor or rider's name.

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

    d. 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.

    e. It is recommended that, in addition to numbers on the motorcycle, the rider should put their number on the back of their jersey or chest protector.

    f. Numbers on the rider and motorcycle must match.

15. Use of electronic communication with the rider or use of a portable electronic device of any kind (i.e. digital music device) that would be considered a distraction while on the motorcycle during the meet is prohibited.

16. Streamlined parts, shells or housings are not permitted.

17. No ***glass lens*** lights, license plates, brackets, mirrors, glass or equipment posing a hazard to the rider or other competitors are allowed.

18. Electric Motorcycle
    Note: Applies to all Motocross Racing disciplines

    a. Unless superseded, electric motorcycles shall adhere to ISO13063 Voltage Class A or Class B requirements as self-certified by the OEM.

    b. A master on switch is required that enables electronics of the motorcycle to be turned on. This is analogous comparable to a key switch function.

    c. A manual propulsion disable switch is required such that when active, no active rotation of the motor or power unit is possible.

    d. The electric motorcycle shall have automatic propulsion disable features under the following conditions:

        1. Tilt — Electric motorcycle tilted beyond a point from vertical not normal for competition for greater than 5 seconds.

            a. An original equipment tether type mechanical kill device attached to the motorcycle and the rider so that propulsion is disabled at any time when the rider becomes separated from the motorcycle is acceptable in place of a tilt device.

        2. Battery Fault — Unsafe operating condition of battery identified by BMS or loss of communication with BMS for greater than 5 seconds.

        3. Timeout — No throttle commanded for greater than *60* seconds**.**

    e. Throttle control shall use a redundant, non-contact sensing technology.

    f. Throttle control has a means for diagnostics where the current position is displayed.

    g. The vehicle shall have a system status LED. When illuminated, the LED indicates that propulsion is active and using the throttle will spin the motor. The status LED is to be located on the front of the bike and visible to rider and officials. LED shall be visible to a standing person when the electric motorcycle is laid down on its side.

h. Battery Pack

1. One main battery pack is allowed.
2. Main pack may be removable to allow for charging or swapping of a discharged battery pack for a charged battery pack.
3. An auxiliary battery pack may be used in support of an independent DC power for motorcycle electronics. Auxiliary battery may not aid in propulsion of the motorcycle.
4. A Battery Monitoring System (BMS) must be incorporated into the main battery pack as a means to prevent damage to the battery pack.
5. The maximum voltage output of the main battery pack is 60V DC for Class A electric motorcycles.
6. Voltage of the battery pack is determined as follows:
   - Pack Voltage = Nominal Cell Voltage X Number of Cells in Series.
7. The capacity of the battery pack is determined as follows:
   - Pack Capacity = Cell Rated 1C Discharge Capacity at 20 deg C X Number of Cells in Parallel.
8. The energy rating of the battery pack is determined as follows:
   - Pack Energy = Pack Voltage X Pack Capacity.
9. The main battery pack shall display a rating label showing Pack Voltage in Volts, Pack Energy in kWh, serial number, and OEM branding. Rating label must be visible when installed in motorcycle. Access to view label shall require no tools.
10. The main battery pack must be certified to UN 38.3 standards and contain a UN3840 compliant label.
11. The main battery pack must be manufactured in a way not to allow tampering or modification of the original design.
12. The battery pack may not be changed after a sight lap.

i. Motors

1. Motor must power the rear wheel only.

2. Motor may be housed to include electronics, such as motor controller, and wiring to create a power unit.

3. Motor or power unit must contain a label with a serial number.

j. Motor Controller

1. Motor controller must have OEM markings including serial number and OEM logo.

2. Aftermarket motor controllers are prohibited.

3. A motor controller may be integrated or housed with motor to create a power unit. Power unit shall be labeled with serial number and OEM logo.

E. Motorcycle Equipment Inspection

The referee has the power to disqualify any motorcycle that doesn't conform to the rules and may inspect any part of a motorcycle entered in an AMA-sanctioned meet. A motorcycle that passes a pre-race inspection is subject to further inspection or protest at any time during the race program.

F. Competition Apparel

1. Protective pants made of leather or other durable material and long sleeve jerseys must be worn.

2. When a riding jersey or other apparel is used for rider identification, it is recommended that an 8-inch-high number be on the back, and the number be of contrasting colors. If an external back support is used, the number should be placed on the back of the protector.

3. Boots must be worn in all meets. They must be at least 8-inches high with any combination of laces, buckles or zippers, or be specially designed and constructed for leg and foot protection.

4. It is ***mandatory*** that chest and back protection be worn by all competitors. The protector may be worn under or over the jersey, and it should cover the sternum anterior ribs, posterior ribs, and spine from T1 to T12.

5. It is recommended that riders use the available protective equipment (i.e. gloves, chest protector, neck brace and knee braces) to help protect against the possibility of injury.

6. All riders must utilize a shatterproof face shield or shatterproof goggles.

7. Wearing of Helmets: It is mandatory for all participants taking part in practice and competition to wear a full face protective helmet.

a. All helmets must be intact, and no modification may be made to their construction that alters the helmet from the condition it was tested and approved. The helmet is made to provide protection and is not a platform to attach foreign objects. For example,

cameras or other accessories are NOT permitted to be attached to the rider's helmet.

b. The helmet must have a chinstrap-type 'retention system'.

c. The helmet must be of proper fit, in good condition, and properly fastened.

The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval:

USA:	***Snell M2020/M2025, M2020R/M2025R, M2020D/M2025D*** or DOT FMVSS 218
Europe:	ECE 22-05/22-06 'P'
Japan:	JIS T 8133 : 2015
FIM	***FRHPhe-01 or FRHPhe-02***

Full Face Type Helmet

Open Face

All helmets must be intact, and no alteration must have been made to their construction. The rider may perform the following checks before taking part in practice or the race: That the helmet fits well on the rider's head, that it is not possible to slip the retention system over the chin when fully fastened and, that it is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.

It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device and that all competitors display the following information on the base of the helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card and add any pertinent information such as epilepsy, diabetes, current medications and past medical problems.

SECTION 1.3
MOTOCROSS 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, organizer, rider and all other persons participating in, or connected with, any meet are bound by these rules. Recognized districts must submit any supplementary rules to the AMA for approval.

2. No stylized jumping contests will be allowed before, during or after AMA-sanctioned meets without approval from the AMA.

3. No gambling is permitted at any AMA- sanctioned meet, and it is the responsibility of the organizer and referee to strictly enforce this rule.

4. At any meet, except sidecar events, the following applies: The motorcycle 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.

5. Classes with similar ability or equipment may be combined and started together or staggered, if awarded and scored separately. Generally, it is recommended that no more riders than a total of one and a half times the number of available gates be allowed on the track during an event when a staggered start is used. Minicycles and motorcycles may not race or practice on the track or course at the same time.

6. 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.

7. At meets where the organizer is supplying medical insurance for the riders, they may collect an additional fee for this service. The organizer must display at sign up a sign stating, RIDER MEDICAL INSURANCE TODAY, in 3-inch-high letters. All other meets should be recognized as not having rider medical insurance.

8. In addition to the classes described in this rule book, organizers may organize, advertise and conduct limited classes in any type of AMA competition. Limited motorcycles (as described in Section 1.2) are subject to inspection, and any deviation will result in the motorcycles being assigned to other categories or disqualified.

9. A rider who earns a national number may begin using the number immediately and until the succeeding year's event where the national number was earned.

10. All riders should have a working, two-pound minimum, BC-rated, fire extinguisher in their pit area.

B. Youth - General Rules of the Meet

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

1. Youth meets must be conducted according to the rules in this rulebook. Any variations are not allowed without the written permission of AMA Racing.

2. All classes to be run at a meet must be listed in advance advertising and posted in a prominent place at the entry desk. All classes advertised must be run if there are five or more riders for that class.

3. When there are fewer than five riders per class, they may be advanced to the next class and scored separately. At any meet if there are five or more entries for any class, that class must be run. Classes with similar ability or equipment may be combined, if awarded and scored separately.

4. Two riders may use the same motorcycle, provided they are entered in different classes (e.g., an 85cc limited motorcycle ridden in the 9-11 class and 12-13 class) and the classes aren't advertised to be run together.

C. Practice Regulations

1. Practice or warm up is limited to the designated area identified by the organizer. Competitors riding, or allowing their motorcycles to be ridden, outside these boundaries will be excluded from the meet.

2. Organized Practice Guidelines

   a. On the day of meet, only current AMA members are allowed to practice on the racecourse.

   b. Riders must sign waiver of liability when entering facility and all required registration forms signed prior to being permitted to practice or race.

   c. Riding is only permitted on the course during scheduled organized practice sessions.

   d. When organized practice is offered, rider must only be on course with their designated group.

   e. A rider must only ride on the racecourse in the same direction as determined by the referee/official.

3. Timed Practice Guidelines

   a. ***Rider must ride the same bike in timed qualifying that they will be racing in the motos.***

   b. Each practice session will begin with free practice laps as determined by the referee.

c. Once the GREEN flag is waved, Timed Practice begins.

d. No official time will be recorded prior to Timed Practice.

e. Fastest lap time order from your designated practice will be used for gate pick in the first moto.

f. If the rider missed their designated practice group, the rider will be given last gate pick in the first moto.

g. If the class has more than one division, then lap times will be divided into stagger order (i.e. if there are three divisions, the fastest rider from Timed Practice will receive first gate pick for the first division; the second fastest lap time from Timed Practice will be given first gate pick for the second division, the third fastest rider from Timed Practice will be given first gate pick for the third division and then alternate for second gate pick, etc.)

h. It will be the duty of the rider to ensure staging official has checked transponder before entering the track.

i. If the rider enters the track with a transponder that is not working, rider will be given last gate pick.

j. If the rider cuts the track to gain time, rider may be penalized up to the last gate pick for the first moto of that class.

D. Race Program

1. The referee may decide the maximum number of riders who start any event.

2. Riders receiving a DNF or DNS in the qualifying heats may start the LCQ. Riders receiving a DQ in the qualifying heats may not start the LCQ.

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

4. If there are more riders in a class than can be accommodated on the course, the following format is recommended:

   a. Riders are divided into two or more groups, using each group as a first moto that qualifies them to the second moto. A rider must obtain a qualifying position from the first moto or LCQ to start the second moto.

   b. If two groups are used, the top 16 riders from each group will advance directly to the second moto. Any riders not placing in the top 16 will race a last-chance qualifier where the top eight finishers transfer to the second moto. A rider's qualifying finish will count as their first moto score. Riders transferring from the last-chance qualifier will receive a first moto score equal to their last-chance qualifier finish, plus 16 points.

   c. If three or more qualifying groups are required, it is the referee's discretion to structure the qualifying groups and number of transfer positions for each group.

d. When qualifying groups are used and qualifying times are available, the fastest overall time in the qualifying groups will receive the first gate choice, followed by the winner of the next fastest qualifier, then second from the fastest qualifier and so on until all qualified riders have received a starting position. When qualifying times aren't available, the winner of the first group will receive the first gate choice, followed by the winner of the second group then second from the first group and so on until all qualified riders have received a starting position.

e. The format can be adjusted to meet track needs.

E. Starts

1. ***Only one rider and one rider's representative shall be allowed in the starting area.***

2. A mechanical device is used to start a motocross event. A rubber band, gate, or, when facilities permit and with the referee's approval, electronically controlled starting lights.

3. At the starting line, the course must allow 1-meter (3.2-feet) of starting space for each motorcycle.

4. A rider may use any referee- approved device, such as blocks or small platforms, to raise the level of their feet at the start of an event so long as the device(s) are removed immediately after the start.

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

6. A rider must start in the middle of the starting gate, the bike being perpendicular with the starting gate. The front wheel must be within 12 inches of the gate.

7. No tools may be used to groom a rider's starting area, only hands and feet may be used. Only dirt from within the starting area may be used (as defined by the starter), no liquid may be added to the rider's starting area. No dirt may be added to the concrete or grate portion of the gate and only a bristle broom may be used to clean the concrete/grate. The trough that houses the gate mechanism may NOT be filled with dirt. Grooming in front of the gate is prohibited except when cement extends beyond the front of the gate, in which case, a broom may used on the cement portion in front of the gate (wire brush is prohibited).

8. The motorcycle at the starting line for the rider's first moto is considered the qualified motorcycle for the meet in that class. Only the motorcycle that is considered the qualified motorcycle will be allowed on the track for a sighting/ parade lap. In any case, a rider is not allowed to switch motorcycles after the start of sighting/parade lap. Not applicable for vintage and post vintage MX.

9. A rider or representative of the rider must be ready when called to the starting area. In the event a rider or representative is not ready when they are called, that rider will receive last gate pick. Two minutes are allowed after the starters call to make minor repairs for mechanical issues. The starter shall only allow a single delay period up to the

two-minute time limit per event. Once the starter has signaled to start the event no delays will be allowed, including on subsequent starts when staggered start is used.

10. A staggered start may be used when more than one gate drop is necessary in a single moto. Subsequent gate drops will occur after the previous group passes a predetermined spot on the track. Riders must start the moto with their assigned group. Starting a moto in an earlier group, the rider shall be penalized one lap.

11. False Start

    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 either by running through the gate or going over top of the gate, the rider shall be penalized one lap.

12. Rubber Band Starts

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

    b. 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.

    c. A penalty line, marked with lime, is 2 feet behind the restraint.

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

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

F. On-Track Regulations

1. Except in a designated mechanic's 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.

2. Once the rider and the rider's machine has crossed the starting line, they are deemed to be on track.

3. A rider whose motorcycle becomes disabled before they reach 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 they have completed at least 50 percent of the number of laps as the winner.

4. If a rider stops for any reason during an event, they must restart without any outside assistance. However, if a rider falls, blocking the course and endangering other riders, the rider may receive help or have their motorcycle pushed off the course. The referee may allow for outside assistance for 0-51cc class riders. For other minicycle class riders, the referee may allow for outside assistance when adversely muddy conditions exist. In all cases this must be done without interfering with competition. Furthermore, when a rider is trapped or unable to get a motorcycle off them, it will be allowed to assist with removal of the motorcycle without penalty. An attempt to help under any other situation will result in the rider's disqualification.

5. Once an event has started, any change of motorcycle is forbidden. A rider will be disqualified from the moto for disregarding this rule. Not applicable for vintage and post vintage MX.

6. Course Cutting

   a. Leaving the designated racecourse is forbidden. A rider must make every effort to stay on course at all times. The penalty for course cutting to gain an advantage will be the loss of finishing positions or a disqualification.

   b. A rider forced off the course may continue the race by properly re-entering the track at the closest safe point. While off the course the rider may not accelerate in an unsafe manner or attempt to gain an advantage. If a rider accelerates while off the course or cuts large amounts of the racecourse, the rider may be determined to have gained an advantage without gaining a position.

   c. An advantage is not defined by the race position.

7. 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.

8. Except in sidecar competition, riding in a prone position is prohibited. The penalty is disqualification.

9. When entering or leaving the pits, a rider must use designated entrance and exit lanes. Failure to do so may result in disqualification.

G. Stopping of a Race

1. An event stopped by the referee before 60 percent of the race is completed by the race leader (rounded down to the nearest whole number of laps) the race will be re-started from the beginning. All riders must immediately return to the start area after the red flag and cannot leave the track without express permission from a track official. Riders may make minor repairs and adjustments at the starting area only. Any race start or re-start will be considered an official part of the event. Therefore, any infraction will be deemed valid and ruled upon accordingly.

2. An event stopped by the referee after 60 percent of the race is completed by the race leader (rounded down to the nearest whole number of laps completed) the race will be considered complete and will be scored from the last completed lap scored prior to the red flag being displayed.

H. 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. (courtesy flag)
3. YELLOW: Caution. When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag. When displayed there is no passing or gaining an advantage and jumps must be rolled between the flag and the incident that caused the yellow flag. Failure to do so ***will result in loss of five positions or disqualification, 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. BLUE: Indicates you are about to be overtaken by faster riders. Hold your line and don't impede their progress.
6. WHITE WITH RED CROSS: Indicates that ambulances, safety vehicles or emergency personnel may be on the course. ***Competitors must ride with extreme caution until they have passed the incident that caused the flag. When displayed, there is no passing or gaining an advantage and jumps must be rolled between the flag and the incident that caused the red cross flag. Failure to do so will result in loss of 10 positions or a disqualification, subject to the referee's discretion.***
7. BLACK AND WHITE CHECKERED (Checks are 5 inches square.): When displayed, signifies the end of the race. Should the flag inadvertently be displayed for a rider other than the race leader, the end of the race will revert back to the last complete lap of the leader.
8. RED: Stopping of a race for any emergency situation. Return cautiously to the starting line and wait for instructions.
9. Red light will have the same meaning as a red cross flag. Yellow light will have the same meaning as a yellow flag.

I. Scoring

1. An AMA-approved scoring system must be used.
2. Each rider is entitled to examine their timing and scoring sheets with the head scorer, or referee.

3. No official announcement of race winners may be made until the final results have been posted and the 30-minute protest period has expired. Results may not be altered except by the AMA or the appeal process after the results have been deemed final.

4. It's the rider's responsibility to ensure number legibility. If a rider appeals their score and the numbers were not properly displayed, a protest will be disallowed. There will be no exceptions to this rule.

5. 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.

6. 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.

7. A rider who completed fewer than half the number of laps of the winning rider or 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. This will be shown on the score sheet as DNF. A rider who didn't complete one lap will receive a score equal to the total number of riders plus 30 points. This will be shown on the score sheet as a DNS. No riders will be allowed to make up lost laps after the checkered flag.

8. DQ/Disqualification: A "Moto DQ" results in moto points equal to the total number of riders in the class, plus 40 points. A "Class DQ" results in exclusion from the class results in all motos for that class only. A "Meet DQ" results in exclusion from all classes in all motos for the entire meet.

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

J. Claiming

1. All sanctioned motocross and youth meets are claiming meets. The claiming price shall be ***50*** percent over manufacturer's suggested retail price using the Black Book AMA Official Motorcycle Value Guide, Kelly Blue Book or NADA appraisal guide and include the complete motorcycle, supermini or minicycle. Vintage- and ATV-class equipment shall be excluded from the claiming rule.

2. Any rider (claimant) over the age of 18 or represented by a parent or legal guardian may enter a claim for a motorcycle, supermini or minicycle ridden in an event in which the claimant has competed. A claimant may enter a claim with the referee any time during the meet but no later than 30 minutes after the race results of the event in which the claimant has competed are posted. There will be no additional time added to this process in the event of a claim. Claimant shall remain anonymous, and claims will be irrevocable upon receipt of the claiming fee.

3. Cash or cashier's check must accompany a claim. The owner of the claimed motorcycle must immediately deliver it intact, along with a clear title or bill of sale. In the event the claimed motorcycle is the qualified motorcycle in future events of the meet, said motorcycle will be immediately impounded by meet officials. All maintenance will be supervised by meet officials and claimed motorcycle will remain in the custody of meet officials.

4. If more than one claim is received for the same motorcycle, the meet referee will hold a drawing to determine the successful claimant.

5. If a rider whose motorcycle is claimed refuses to comply, they must forfeit the trophy, is disqualified from the meet and will be suspended for one year.

6. A rider may not enter a claim on their own equipment.

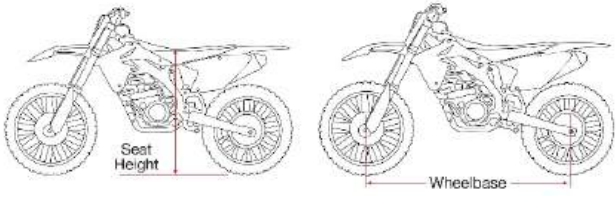
7. Any rider deemed by the AMA to be complicit in circumventing the claiming rule (i.e. placing a claim with the intent of returning the motorcycle to the original owner), will be subject to a 1-year suspension of competition privileges.

K. Youth Classes and Age Groups

Any of the following classes may be run, but all must be run as advertised. Additional classes may be run but must first be approved by the AMA.

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

Limited classes for approved minicycles/motorcycles only. See section 1.2 of this chapter regarding allowable equipment. Limited class motorcycles are subject to inspection and any deviation, other than approved modifications, will result in the motorcycle being assigned to another category or disqualification.



See seat height and wheelbase measurement process in Appendix 5.7.

Class	Age requirement	Engine size	Engine type
1: Micro Jr. Limited	4 - 6 yrs.	0cc - 51cc	two-stroke
		0cc - 51cc	four-stroke
Single-speed automatic. Maximum wheel size 10 inches. Maximum seat height 24 inches. No larger than 14mm round intake.			

Class	Age requirement	Engine size	Engine type
2: Micro Sr. Limited	7 - 8 yrs.	0cc - 51cc	two-stroke
		0cc - 51cc	four-stroke
Single-speed automatic. Maximum wheel size 12 inches. Retrofitted 12-inch wheels are permitted on all class 2 motorcycles. OEM parts must be used. No larger than 19mm round intake.			

Class	Age requirement	Engine size	Engine type
3: Micro Shaft Drive Limited	4 - 8 yrs.	0cc - 51cc	two-stroke
Single-speed automatic. two-stroke oil-injected. Maximum wheel size 10 inches. Maximum seat height 22 inches. No larger than 12mm round intake.			

Class	Age requirement	Engine size	Engine type
4: Micro Special Limited	4 - 8 yrs.	0cc - 51cc	two-stroke
		0cc - 51cc	four-stroke
Class limited to the following models: Cobra P3, Cobra PW3, Cobra GI, DRR DB-50 JR, Honda XR50, Honda CRF50, KTM Mini Adventure, KTM 50 SX Mini, Suzuki JR50, Kawasaki KDX50, Yamaha TTR50, and Yamaha PW50. Wheelbase, wheel size, and seat height must maintain manufacturer specifications. No larger than 13mm round intake.			

All carburetors 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).

Class	Age requirement	Engine size	Engine type
65cc	7 - 9 yrs.	59cc - 65cc	two-stroke
65cc	7 - 11 yrs.	59cc - 65cc	two-stroke
65cc	10 - 11 yrs.	59cc - 65cc	two-stroke
Minimum wheel size 12 inches. Maximum front wheel 14 inches.			

Class	Age requirement	Engine size	Engine type
85cc	9 - 11 yrs.	79cc - 85cc	two-stroke
85cc	12 - 13 yrs.	79cc - 85cc	two-stroke
85cc	14 - 15 yrs.	79cc - 85cc	two-stroke
Maximum front wheel 19 inches (9-11 17 inches). Minimum rear wheel 12 inches. Maximum rear wheel 16 inches (9-11 14 inches).			

Class	Age requirement	Engine size	Engine type
Supermini	12 - 16 yrs.	79cc - 112cc	two-stroke
		75cc - 150cc	four-stroke
Maximum front wheel size 19 inches. Maximum rear wheel size 16 inches.			

Class	Age requirement	Engine size	Engine type
Schoolboy 1	12 - 17 yrs.	86cc - 125cc	two-stroke
		75cc - 150cc	four-stroke
Minimum front wheel size 19 inches. Minimum rear wheel size 16 inches.			
Class	Age requirement	Engine size	Engine type
Schoolboy 2	12 - 17 yrs.	122cc -***250cc***	two-stroke
		126cc - 250cc	four-stroke
Minimum wheelbase 53 inches. No minicycle or supermini.			

Class	Age requirement	Engine size	Engine type
Girls Junior	9 - 12 yrs.	59cc - 85cc	two-stroke
Maximum front wheel size 17 inches. Minimum rear wheel size 12 inches, maximum rear wheel size 16 inches.			
Class	Age requirement	Engine size	Engine type
Girls Senior	12 - 16 yrs.	79cc - 112cc	Two-stroke
		75cc - 150cc	four-stroke
Maximum front wheel size 19 inches. Maximum rear wheel size 16 inches.			

Class	Age requirement	Battery Energy
Mini-E Jr. Limited	4 - 6 yrs.	1kWh
Maximum wheel size 12 inches. Maximum seat height 25 inches. Retrofitted 12-inch wheels are permitted. OEM parts must be used.		
Class	Age requirement	Battery Energy
Mini-E Sr. Limited	7 - 8 yrs.	1.5kWh
Maximum wheel size 12 inches. Maximum seat height 28 inches. Retrofitted 12-inch wheels are permitted, OEM parts must be used.		

L. Amateur Classes and Age Groups

1. The following is the complete class listing of approved amateur classes for AMA Motocross events. All classes are approved for competition and organizers must advertise any classes to be run. All classes must have a minimum wheelbase of 53 inches (except Women's class).

Class	Engine size
* 125cc	122cc – 125cc, two-stroke only
* 250cc	122cc – 250cc
14 - 24 yrs.	122cc - open
Open	122cc - open
Vet 25+	122cc - open
Vet 30+	122cc - open
Vet 35+	122cc - open
Senior 40+	122cc - open
Senior 45+	122cc - open
Senior 50+	122cc - open
Senior 55+	122cc - open
Senior 60+	122cc - open
Women (12+)	99cc - 250cc
Open Class B Electric Motorcycle (16+)	***Electric Motorcycle***

Note: Classes marked with an asterisk should be run using the displacement limitations as shown.

****Note: In Amateur classes, no Electric Motorcycle may Practice or race with an Internal Combustion Engine machine. This does not include Youth Classes covered under AMA approved event supplemental rules.***

SECTION 1.4
ATV MOTOCROSS MEETS

A. General

1. The minimum age for amateur classes is 16. The age of the rider is determined as of the date of the event, except in youth competition.

2. For a 16 year old to be eligible for amateur four-wheel classes, the rider must meet the following criteria: With rider in normal riding position with hands on the handlebars, there must be a bend in the elbows, fingers must reach all control levers. A rider in a standing position on foot pegs must have 3 inches of space between seat and rider inseam.

3. The complete engine that a rider has qualified with may be changed, providing that it is replaced with an engine of the same make, model and displacement. Repairs may be made or parts replaced as necessary during a meet.

4. A minimum 6-inch space between vehicles must be provided on the starting line. No sharing of a single gate.

B. Approval of All-Terrain Vehicles (ATVs)

1. ATVs used in stock class competition must be approved by the AMA. Modified classes will run as indicated in the General Equipment Standards section.

2. For an ATV to be approved, the manufacturer must apply to the AMA, register the machine's specifications, provide photographs and prove that 100 identical, completed machines of the same model are available for sale to the general public at multiple dealer showrooms throughout all six AMA regions. AMA staff will verify production requirements. Application forms for ATV approval are available from the AMA. The approval procedure for the following model year will open Aug. 15 and must be completed no later than the following March 15. An approved list of ATVs will be made available by March 15 (youth and adult) on the AMA website and printed in the Official AMA publications in the spring.

3. Manufacturers and distributors must have a sufficient quantity of spare parts to meet customer demand for a minimum of the current model year being approved. Any parts determined to be inadequate in design or construction may be upgraded by the OEM approval process, as defined by the AMA staff, and must be submitted no later than June 15 of the model year. AMA may require one unit of each approved model and/or upgraded part(s) to be provided for long-term parts comparison.

4. ATV's used in youth, stock and production class competition, refer to the approved list available at www.americanmotorcyclist.com.

C. Equipment Definitions

1. ATV – An ATV is defined as a four-wheeled vehicle propelled solely by a combustion engine.

    a. ATVs must meet all of the requirements of an ATV with the exception of those specific to electric ATVs listed in this section.

2. Electric ATVs – An Electric ATV is defined as a four-wheeled vehicle with an electric drive system activated with a throttle, propelled solely by a motor powered by stored electricity from a battery pack.

    a. Electric ATVs must meet all of the requirements of an ATV and those specific to electric ATVs listed in this section.

D. Stock Class Additional Equipment Standards

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

Air Box (including lid)	Frame
A-arms	Fuel Tank
Carburetor (jetting changes allowed)	Rim Size
Electronics	Stroke
Exhaust System with Spark Arrester	Swingarm
Internal Engine Components	Wheel Hubs

    a. Battery Pack (Electric ATV)

    b. Internal Gear Reduction (Electric ATV)

    c. Motor (Electric ATV)

    d. Motor Controller (Electric ATV)

    e. Programming or mapping changes to the stock Motor Controller unit are only permitted using the OEM supplied system. (Electric ATV)

    f. Cylinder re-plating is allowed but must retain the original manufacturer's bore and port specifications.

    g. Changes to carburetor jetting are allowed.

    h. Clutch plates, pistons and piston rings may be aftermarket items as long as they maintain the stock shape, design and material of the OEM parts.

    i. High-compression pistons aren't allowed.

    j. All other internal engine components must be stock OEM parts.

    k. Material may be added to the existing frame for strength, including welding. These changes shall not affect frame geometry.

    l. OEM front and rear suspension can be altered with internal modifications only. Shock linkage and suspension spring rates may be changed to any commercially available part.

m. Any items not listed above may be changed or modified.

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

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

p. ATV's used in youth, stock and production class competition refer to the approved list available at www.americanmotorcyclist.com

E. General Equipment Standards

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

1. Engines (Modified Classes)

a. 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.

b. Classification will be according to the manufacturer's piston displacement specification for the make of ATV and/or engine.

c. ATVs must use the crankcases of the production engine. The use of sleeving, stroking or boring to change displacement classes is allowed.

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

e. Superchargers, turbochargers and nitrous oxide kits are prohibited.

f. The actual displacement of a motor must be stamped on the side of the cylinder or engine case.

g. The displacement of the ATV may not exceed the class limit. Piston displacement specifications depend on the type of meet.

h. The frame with which a rider has qualified may not be changed, though engines may be.

i. Piston displacement may be measured using either of the following formulas:

(1) V = 3.1416 * b^2h; b is one-half bore, h is measured stroke

V = 3.1416 x (one-half bore x one-half bore) x measured stroke x number of cylinders

(2) V = B^2 * 0.7854 * h; B is bore, h is measured stroke

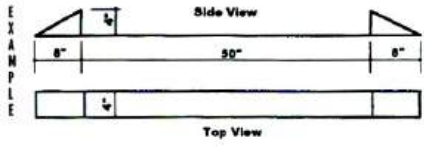
V = bore x bore x 0.7854 x measured stroke x number of cylinders

Note: If bore and stroke is in millimeters, divide the end product by 1,000 to convert to cubic centimeters (cc). If bore and stroke is in inches, multiply the end product by 16.387 to convert to cubic centimeters (cc).

2. All ATVs must use petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814. All gas must be stored in approved containers.

3. Width

a. The width of the ATV will be considered legal provided that the wheels don't 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.



4. Transmission

a. All approved ATVs must be fitted with a transmission as catalogued and sold by the manufacturer of the ATV or motorcycle in question.

b. Specially fabricated clutch levers or pedals may be used. Clutch pedals must be rubber-covered.

c. Starting systems may be removed, including kick lever, pedal, starter crank gear and starter shaft. Kick pedals must be of the folding type.

d. There are no limitations on gearing.

5. Brakes

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

b. ATVs in all AMA competition shall have functional front and rear brakes unless the ATV was manufactured with just rear brakes. The machine must have all brakes as originally manufactured or better.

c. A brake or braking device does not mean a compression release, although compression releases may be installed in addition to brakes.

d. Brake ventilation is permitted.

6. Wheels and Axles

a. Any type of wheel may be used in meets where brakes aren't required.

b. Aluminum wheel axles are permitted in ATV competition.

7. Frame

a. 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.

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

c. Frame parts must be manufactured in a safe and workmanlike manner, and any frame modifications also must be done in a workmanlike manner.

d. Titanium frames aren't allowed.

e. Footrests and levers

(1) Footrests must have a non-skid surface (knurled, serrated, rubber covered etc.).

(2) The top of the footrest may not be lower than the crankcase or frame, whichever is lower.

(3) Once qualified for the meet, the machine's frame may not be replaced.

8. Bumpers and Nerf Bars

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

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

9. Handlebars and Controls

    a. All ATVs must be equipped with a functional tether type mechanical kill device attached to the vehicle and to the rider so that the engine ignition is cut off at any time when the rider becomes separated from the ATV.

    b. Handlebars must be made of steel, aluminum, titanium or another material approved by the AMA. Repaired, cracked or broken handlebars are prohibited. Handlebar mounts may be altered.

    c. Control levers must have ball ends at least a half inch in diameter.

    d. ATVs must be fitted with a self-closing throttle.

10. Front Suspension

    a. Front suspension must be adequate in strength and size for the ATV and its use.

    b. Fender brackets may be removed.

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

11. Gas Tanks

    a. Except for ATVs used in Hillclimb, gas tank capacity must be between 5 liters (1.32 gallons) and 24 liters (6.34 gallons). 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. Commercially produced auxiliary tanks may be used. Seat tanks are prohibited unless originally supplied by the manufacturer.

    d. Gas tank vent lines must have a device that prevents gasoline from escaping.

12. Fenders

    a. The front fender and the rear portion of the rear fender may be removed, or special fenders may be fitted. However, any special fenders must be mounted securely and safely.

    b. Rear fenders must extend at least to a vertical line drawn through the rear axle.

    c. The addition of streamlined parts, shells, housings, air foils, wings or other devices intended solely for the purpose of streamlining are prohibited.

    d. All glass must be covered or taped on ATVs.

13. Chain Guards

    a. A guard must completely enclose the primary drive. (The countershaft sprocket and primary back drive aren't considered parts of the primary drive.)

    b. A rear chain guard isn't required.

14. Exhaust System

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

    b. The discharge end of an exhaust system may not extend past the rear edge of the back tire, nor point so that it creates dust or interferes with the vision of another rider.

    c. When required, spark arresters shall remain in place throughout the event.

    d. Sound Limits and Procedures are in Appendix 5.2.

15. Tires

    a. Re-capped or retreaded tires are prohibited.

    b. No rubber or metal studs (or foreign materials) may be added to the tire tread.

    c. No paddle tires may be used.

    d. No liquid may be used as primary tire filler.

16. Number Plates

    a. All ATVs in competition must have a vertical number plate mounted to the front bumper and a rear grab rail number plate.

    b. Numbers shall be a minimum of 6-inch blocked numbers (no shading or outlining). The number plates and numbers shall be of contrasting colors, clear, legible and have a professional appearance. All numbers must be the same.

    c. The number plates shall not be mounted to the handlebars for safety.

    d. Wood or metal number plates are not permitted.

    e. It is recommended that the rider put their number on back of their jersey or chest protector.

17. Electric ATV

    a. Unless superseded, electric ATV's shall adhere to ISO13063 Voltage Class A requirements as self-certified by the OEM.

    b. A master on switch is required that enables electronics of the ATV to be turned on. This is analogous comparable to a key switch function.

    c. A manual propulsion disable switch is required such that when active, no active rotation of the motor or power unit is possible.

    d. The electric ATV shall have automatic propulsion disable features under the following conditions:

1. Tilt — Electric ATV tilted beyond a point from vertical not normal for competition for greater than 5 seconds.

    a. An original equipment tether type mechanical kill device attached to the ATV and the rider so that propulsion is disabled at any time when the rider becomes separated from the ATV is acceptable in place of a tilt device.

2. Battery Fault — Unsafe operating condition of battery identified by BMS or loss of communication with BMS for greater than 5 seconds

3. Timeout — No throttle commanded for greater than 60 seconds.

e. Throttle control shall use a redundant, non-contact sensing technology. Redundant signals shall be opposing direction and both required for throttle/motor control to be active.

f. Throttle control has a means for diagnostics where the current position is displayed.

g. The vehicle shall have a system status LED. When illuminated, the LED indicates that propulsion is active and using the throttle will spin the motor. The status LED is to be located on the front of the bike and visible to rider and officials facing the bike. LED shall be visible to a standing person when the electric ATV is on its side.

h. Battery Pack

    1. One main battery pack is allowed.

    2. Main pack may be removable to allow for charging or swapping of a discharged battery pack for a charged battery pack.

    3. Cells comprising main battery pack are of Lithium-Ion chemistry of LiNiMnCo (NMC) type.

    4. An auxiliary battery pack may be used in support of an independent 12V power for motorcycle electronics. Auxiliary battery may not aid in propulsion of the ATV. It may be lead acid, AGM, or Lithium-Ionchemistries.

    5. A Battery Monitoring System (BMS) must be incorporated into the main battery pack as a means to prevent damage to the battery pack.

    6. The maximum voltage output of the main battery pack is 60V DC.

    7. Voltage of the battery pack is determined as follows:

        - Pack Voltage = Nominal Cell Voltage X Number of Cells in Series.

8. The capacity of the battery pack is determined as follows:

   - Pack Capacity = Cell Rated 1C Discharge Capacity at 20 deg C X Number of Cells in Parallel.

9. The energy rating of the battery pack is determined as follows:

   - Pack Energy = Pack Voltage X Pack Capacity.

10. The main battery pack shall display a rating label showing Pack Voltage in Volts, Pack Energy in kWh, serial number, and OEM branding. Rating label must be visible when installed in motorcycle. Access to view label shall require no tools.

11. The main battery pack must be certified to UN 38.3 standards and contain a UN3840 compliant label.

12. The main battery pack must be manufactured in a way not to allow tampering or modification of the original design.

i. Motors

1. A single electric motor is allowed for propulsion. Motor must power the rear wheel only.

2. Motor may be housed to include electronics, such as motor controller, and wiring to create a power unit.

3. Motor or power unit must contain a label with a serial number and OEM branding.

4. Motor or power unit must be mounted near center of chassis (mid-motor). No hub motors allowed.

5. Motor is only allowed to rotate to provide forward motion. Reversing of the motor is not allowed mechanically or electrically.

j. Motor Controller

1. Motor controller must have OEM markings including serial number and OEM logo.

2. Aftermarket motor controllers are prohibited.

3. A motor controller may be integrated or housed with motor to create a power unit. Power unit shall be labeled with serial number and OEM logo.

F. ATV Equipment Inspection

1. The referee has the power to disqualify any ATV that doesn't conform to the rules and may inspect any part of an ATV entered in an AMA-sanctioned meet. A machine that passes a pre-race inspection is subject to further inspection or protest at any time during the race program.

2. A rider who refuses to turn over their machine for inspection or measurement at the request of the referee or meet officials is automatically disqualified from the meet.

G. ATV Motocross Classes

1. Youth Engine Classes and Age Groups

   a. Youth classes may not exceed the maximum listed class displacement.

   b. 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.

   c. Reducing the engine displacement to meet class limits is not permitted (no downsizing).

   d. Any of the following classes may be run, but all must be run as advertised. Additional classes may be run but must first be approved by the AMA.

Class	Age requirement	Engine size	Engine type
50cc Single-Speed	4 - 6 yrs.	0cc - 50cc	two-stroke
		0cc - 50cc	four-stroke
Single-speed automatic. No CVT. Maximum width 41 inches. Maximum 41" wheelbase. Maximum 4" of shock travel.			

Class	Age requirement	Engine size	Engine type
50cc CVT	4 - 8 yrs.	0cc - 50cc	two-stroke
		0cc - 50cc	four-stroke
Single-speed automatic. Belt-Drive.			

Class	Age requirement	Engine size	Engine type
70cc Automatic	6 - 11 yrs.	51cc - 70cc	two-stroke
		51cc - 70cc	four-stroke
70cc Shifter	6 - 11 yrs.	51cc - 70cc	two-stroke
		51cc - 70cc	four-stroke

Class	Age requirement	Engine size	Engine type
90cc Automatic	8 - 15 yrs.	71cc - 90cc	two-stroke
		100cc - 125cc	four-stroke
90cc Shifter	8 - 15 yrs.	71cc - 90cc	two-stroke
		100cc - 125cc	four-stroke

Class	Age requirement	Engine size	Engine type
Girls Jr.	6 - 11 yrs.	51cc - 70cc	two-stroke
		75cc - 114cc	four-stroke
Girls Sr.	12 - 15 yrs.	71cc - 90cc	two-stroke
		75cc - 125cc	four-stroke

Class	Age requirement	Engine size	Engine type
Supermini	12 - 15 yrs.	71cc - 105cc	two-stroke
		75cc - 150cc	four-stroke

Class	Age requirement	Engine size	Engine type
125cc	8 - 15 yrs.	90cc - 125cc	two-stroke
		90cc - 125cc	four-stroke

Class	Age requirement	Engine size	Engine type
Schoolgirl	13 - 17 yrs.	91cc - 200cc	two-stroke
		91cc - 400cc	four-stroke

Class	Age requirement	Engine size	Engine type
Schoolboy Jr.	13 - 15 yrs.	91cc - 200cc	two-stroke
		91cc - 400cc	four-stroke
Schoolboy Sr.	14 - 17 yrs.	91cc - 300cc	two-stroke
		301cc - 400cc	four-stroke

2. Amateur Engine Classes and Age Groups

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

   b. The following is the complete class listing of approved amateur classes for AMA Motocross events. All classes are approved for competition and organizers must advertise any classes to be run. All classes must not exceed the maximum width 50 inches. All classes may be divided into A, B and C skill levels at the organizer's discretion.

Class	Engine size
**Production	201cc – Open
450cc	91cc – 265cc two-stroke 201cc – 450cc four-stroke
**Open	201cc – Open
**16-24 yrs.	201cc – Open
**Vet 25+	201cc – Open
**Vet 30+	201cc – Open
**Senior 40+	201cc – Open
**Senior 50+	201cc – Open
**Women	201cc – Open

3. Electric ATV Classes

   a. With the exception of specific E-Classes listed within the AMA Rulebook, electric ATV eligibility will be determined through event supplemental rules.

   b. When allowed through event supplemental rules, electric motorcycles will only be eligible to compete in open, non-displacement classes.

***Note: When allowed through event supplemental rules, electric motorcycles are eligible in only the classes marked with a double asterisk.*

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 (CPSC), an ATV can roll over on the rider or violently throw the rider without warning. Even hitting a small rock, bump or hole at low speed can upset the ATV.

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

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

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

Never ride an ATV after consuming alcohol or drugs.

Never carry a passenger on a single-rider vehicle. Carrying a passenger may upset the balance of the ATV and may cause it to go out of control.

Never ride an ATV on pavement. The vehicle isn't designed to be used on paved surfaces and may be difficult to control.

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

Never attempt to do wheelies, jumps or other stunts.

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

Never ride an ATV at excessive speeds.

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

Always read the owner's manual carefully and follow the operating procedures described.

For more information about ATV safety, call the ATV Safety Institute at (800) 887-2887, or go to www.ATVSafety.org.

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

SECTION 1.5
MOTOCROSS PRO-AM MEETS

A. Purpose

To provide events giving riders a transition from the amateur to professional level by earning advancement points toward a professional license.

B. Classes

The following is the complete class listing of approved Pro-Am classes for AMA Pro-Am events.

Class	Engine Size
250 Pro Sport	122cc - 250cc
Open Pro Sport	122cc - open

C. Rider Eligibility

1. Amateur and youth classes: AMA amateur and youth eligibility rules apply.
2. The 250 Pro Sport and Open Pro Sport motocross classes are open to any AMA-licensed Pro Rider or eligible amateur A class rider.

D. Prize Money

1. See Section 1.5 for the Payout Structure.

E. Event Procedures

All event procedures relating to equipment, meet rules, protests and offenses shall be as defined in the AMA Racing rulebook.

F. Points

1. Points will be awarded to riders by their overall finish position.
2. Points will be awarded according to the National points scale.
3. Points are not transferable between classes.
4. Selected Pro-Am motocross events will pay double points toward a professional license.
5. AMA Racing staff determines which events will pay double points.
6. A schedule of Pro-Am motocross events is available at www.AmericanMotorcyclist.com>Racing> Motocross/Arenacross>Pro-Am Motocross.

Pro-Am National Points

Finish Position	Points 5-14 Participants	Points 15-24 Participants	Points 25-34 Participants	Points 35 + Participants
1	15	18	25	35
2	13	16	23	30
3	11	15	22	25
4	9	14	20	22
5	6	13	18	21
6	5	12	16	20
7	4	11	14	19
8	3	10	13	18
9	2	9	12	17
10	1	8	11	16
11		7	10	15
12		6	9	14
13		5	8	13
14		4	7	12
15		3	6	11
16		2	5	10
17		1	4	9
18			3	8
19			2	7
20			1	6
21			1	5
22			1	4
23			1	3
24			1	2
25- 40			1	1

G. Results

Reporting of Pro-Am race results, points and money paid will be the responsibility of the meet referee. The AMA will provide all forms and procedures.

Rider results and points can be found at the MX Results Center at www.AmericanMotorcyclist.com>Racing.

H. Officials

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

I. AMA Supercross Professional License information

Contact AMA Racing at www.AMASupercross.com.

J. AMA Motocross Professional License information

Contact AMA Pro Racing at www.MXSports.com.

K. MOTOCROSS PRO-AM PAYOUT SCHEDULE

250 Pro Sport and Open Pro Sport

1-29 Riders: Payout Per Moto	30-50 Riders: Payout Per Moto
1st = $225	1st = $300
2nd = $150	2nd = $200
3rd = $105	3rd = $140
4th= $68	4th = $90
5th= $53	5th = $70
6th= $45	6th = $60
7th = $37	7th = $50
8th = $30	8th = $40
9th = $22	9th = $30
10th= $ 15	10th = $20

Payout is a minimum. The Organizer may pay out more.

SECTION 1.6
VINTAGE MOTOCROSS MEETS

A. Equipment

1. Like Design: frames, swing arms, forks, engine mounting points, and suspension mounting points must be of period design and materials. Cosmetic differences are allowed as well as minor component differences so long as there are no performance advantages. Any design not clearly documented as period design must be submitted for written approval by AMA Racing at least 30 days prior to competition.

B. Classes

Vintage classes will include machines originally sold as of 1974 and older (and like design) models. Forks, engine and suspension points must not be changed. Swingarms may be changed so long as real wheel travel requirements are met. Only internal modification allowed on engine and forks. Shocks may be changed. Vintage classes will include bikes with 7 inches or less front wheel travel and 4 inches or less rear travel.

Vintage classes:

Class	Class Name	Engine Size
1	100cc	88cc-100cc
2	125cc	101cc-125cc
3	200cc	126cc-200cc
4	250cc	201cc-250cc
5	Open	251cc-Open
6	Vet (30+)	100cc-Open
7	Senior (40+)	100cc-Open
8	Super Senior (50+)	100cc-Open
9	Masters (60+)	100cc-Open
10	Women	100cc-Open
11	Trailbike (9-13)	69cc-100cc
12	125cc Junior (12-15)	86cc-125cc

1. Evolution classes will include machines originally sold as 1976 and older (and like design) models. Evolution classes will include bikes with a max of 9 inches of travel for the front and rear. No water cooling.

   a. Evolution classes:

Class	Class Name	Engine Size
13	125cc	86cc-125cc
14	Open	100cc-Open
15	Super Senior 50+	100cc-Open

2. Evolution 1 classes will include machines originally sold as of 1979 and older (and like design) models. Evolution 1 Classes will include bikes with a max of 9 inches of travel for the front and the rear. No water cooling.

   a. Evolution 1 classes:

Class	Class Name	Engine Size
1	125cc	86cc-125cc
2	Open	100cc-Open
3	Super Senior 50+	100cc-Open

3. Evolution 2 classes will include motorcycles with no linkage type rear suspension, no water cooling, and no disc brakes. There are no suspension travel limitations.

   a. Evolution 2 classes:

Class	Class Name	Engine Size
1	125cc	86cc-125cc
2	250cc	100cc-250cc
3	Open	100cc-Open
4	Super Senior 50+	100cc-Open

4. Evolution 3 classes will include motorcycles produced with water cooling and have linkage type rear suspension, but they cannot have disc brakes or any power valve type mechanism built directly into the engine. Yamaha's YZ 1982-1984 are the only eligible motorcycles allowed to use a power valve mechanism.

   a. Evolution 3 classes:

Class	Class Name	Engine Size
1	Youth (9-13)	69cc-100cc
2	125cc Junior (12-16)	86cc-125cc
3	125cc	86cc-125cc
4	250cc	100cc-250cc
5	Open	100cc-Open

5. Non-current classes will include motorcycles 1998 or older (and like design) models. Classic Non-Current will include motorcycles originally sold as 1990 and older (and like design) models.

a. Non-Current classes:

Class	Class Name	Engine Size
1	125cc	122cc-125cc
2	250cc	126cc-Open
3	Veteran (30+)	122cc-Open
4	Senior (40+)	122cc-Open
5	Classic Non-Current	122cc-Open

6. Evolution 4 classes will include motorcycles with disc front brakes and drum rear brakes.

a. Evolution 4 classes:

Class	Class Name	Engine Size
1	125cc	122cc-125cc
2	250cc	126cc-Open
3	Open	251cc-Open

7. Vintage Motocross additional classes.

a. Evolution 1, 2, 3 combined:

Class	Class Name	Engine Size
1	Youth (12-15)	69cc-80cc
2	Veteran (30+)	122cc-Open
3	Senior (40+) Open A	122cc-Open
4	Senior (40+) Open B	122cc-Open
5	Senior (40+) Open C	122cc-Open
6	Super Senior (50+) Open A	122cc-Open
7	Super Senior (50+) Open B	122cc-Open
8	Super Senior (50+) Open C	122cc-Open
9	Masters (60+) Open A	122cc-Open
10	Masters (60+) Open B	122cc-Open
11	Masters (60+) Open C	122cc-Open
12	Women	122cc-Open

Notes:

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Questions regarding the Off-Road section of the rule book should be directed to offroadracing@ama-cycle.org.

SECTION 2.1
OFF-ROAD RIDERS AND ELIGIBILITY

Special Note: Participants are solely responsible for their safety.

A. General

1. All riders in AMA-sanctioned competition are required to be AMA members or have an AMA-issued one event pass. AMA associate members can't participate in AMA-sanctioned competition.

2. Recognized district organizations and competition partners may require an additional membership in AMA-sanctioned meets they manage.

3. The AMA does not require that a recognized district partner recognize the memberships offered from other recognized districts or competition partners. Any such arrangements shall be by mutual agreement between affected organizations.

4. Entry fees can be altered at the organizer's discretion for riders without specific series or event memberships.

5. AMA-chartered clubs or organizers may collect a contestant's AMA membership card when they sign in and return the card at the end of the meet.

6. The minimum age for amateur riders is 12. In all events, a rider must be 14 or older to ride motorcycles above 250cc. See ATV section 2.4 for ATV age limitations. The age of the rider is determined as of the date of the event, except in youth competition. ***If a youth turns 17 on or before the date of the event, they can no longer race a youth mini.***

7. Standard meets are open to all qualified AMA members in good standing. Gender will be determined by the original birth certificate ***or certified copy***. A person whose gender identity does not match their original birth certificate ***(issued at birth)*** should contact the AMA for eligibility.

8. Recognized, non-recognized districts, competition partners, organizers or series that require supplementary regulations must submit any supplementary regulations to the AMA for approval prior to the first event of the year. Failure to do so may result in permanent loss of sanction. Supplemental rules must include any class structure not included in the AMA Rulebook and won't include district or series information and district policies. Supplemental regulations must be submitted for approval for any deviation from the AMA regulations.

9. At any meet, only A class riders (the highest rider classification) may compete for cash prizes. Any rider receiving a cash prize will be considered an A rider. Contingency isn't considered a cash prize.

10. No rider under the legal age of majority in the state in which the meet takes place may compete without the written consent (signature on liability releases and entry forms) of the rider's 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. The parents, legal guardians or authorized adult must remain present while the AMA member they are responsible for is at the meet.

11. All releases and notarized statements must be forwarded to the AMA with the referee report and/or injury report.

12. All race personnel, officials, riders, mechanics, photographers and anyone associated with riders must not consume or be under the influence of intoxicants or drugs that could affect their normal mental or physical ability. Failure to comply may result in disqualification of the rider and/or a fine. 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.

13. Riders, family and/or pit crew who direct foul and abusive language to an official of the sponsoring club, organizer, AMA official, or district official are subject to disqualification for the entire meet ***and*** additional penalties up to, and including, suspension by the AMA.

14. Each rider is responsible for the actions of their family and pit crew, and any detrimental action caused by these individuals puts that rider at risk of disqualification and additional penalties up to, and including, suspension by the AMA.

15. All riders and other race personnel must assess for themselves the track, facilities, existing conditions and other matters relating to safety. The AMA can't and doesn't 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.

16. Any member subject to disciplinary action by AMA Pro Racing, including a permanent revocation and loss of license to engage in professional competition, shall be ineligible to participate in any AMA-sanctioned amateur competition.

17. All riders and motorcycles participating in any AMA Amateur-sanctioned meet will comply with the Amateur Rule Book.

18. The rider must be able to control motorcycle or ATV at all times, and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting, and putting one or both feet on the ground. The referee has the authority to disqualify a rider who can't safely control their motorcycle or ATV.

19. International riders attending AMA-sanctioned events must submit a release, certification from their licensing federation and obtain eligibility approval from the AMA offices prior to competing in AMA-sanctioned events.

20. The minimum age for competition is no younger than 4. The referee or designated race official may ask for any rider's proof of age. Proof of age must be available at all meets or the rider may be subject to disqualification. Acceptable proof of age is considered to be: birth certificate, driver's license, passport, or state-issued ID card.

B. Riders and Classifications

1. Classifications

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

a. Riders advance from one rider classification to the next higher classification based on their Rider Performance Value (RPV).

b. Riders may not return to a lower classification without AMA approval.

c. The AMA National Advancement System must be used for rider classification advancement.

d. Riders are responsible to enter only classes in which they are eligible. See Chapter 4 for the penalty.

e. The AMA, on the basis of participation and achievement in district-level competition, shall classify riders unless otherwise provided by AMA rules. Riders who have not been previously classified by the AMA will have their rider classification determined by the district, or by the meet referee in unrecognized districts.

f. ATV & Motorcycle rider's classification are not considered the same. Riders must achieve classification on each separately.

g. Women racers may drop down one classification when racing outside a designated Women's class. (i.e. Women's A riders can race in the 250 B class).

h. All series may include an "AA" class, which will be the top A riders as determined by the series. Riders who have earned National Pro/AA status must enter AA, or the next highest classification offered, at all non-national events that they participate in.

2. Self-Advancement

   a. A rider may choose at any time to advance to a higher rider classification.

   b. Participation in or advancement to a higher class in any AMA or non-AMA Off-Road meet by any rider will result in permanent advancement to that higher class in all AMA-sanctioned Off-Road competition. Off-Road racers will ride all Off-Road meets in the highest classification earned. Off-Road includes Enduro, Hare Scrambles, Desert Scrambles, Grand Prix, Cross Country, Hare and Hound and like type meets.

   c. Riders who race in MX and Off-Road (including, but not limited to, Enduro, Hare and Hound, Hare Scrambles, ***Hard Enduro***, Grand Prix and Vintage Hare Scrambles***)*** and have different classifications in each type of racing may not vary more than one level.

C. Off-Road Advancement System

1. General

   a. Riders will receive advancement points for participation in all AMA-sanctioned Enduro, H are S crambles, Desert S crambles, Cross Country, Grand Prix, Hare and Hound (or any similar activity) meets. AMA riders advance from one classification to the next through their successful participation in AMA-sanctioned meets.

   b. Advancement points will be calculated from Dec. 1st to Nov. 30th each year. Riders will be advanced effective Jan. 1st of the following year.

2. Off-Road Performance Value (ORPV)

   a. To be considered for advancement riders must have a minimum of six points-paying finishes within the rider's classification. Race results that have a DNF, DNS overall finish or zero advancement points will not be used for calculating ORPV.

Riders earn performance points based on their finishes at each meet according to the following:

Rider Advancement Points

Finish Position	Points 3-9 Participants	Points 10-19 Participants	Points 20+ Participants
1	16	20	25
2	14	18	23
3	12	16	22
4	10	14	20
5	8	13	18
6	6	12	16
7	4	11	14
8	2	10	13
9	1	9	12

10		8	11
11		7	10
12		6	9
13		5	8
14		4	7
15		3	6
16		2	5
17		1	4
18		1	3
19		1	1
20			1
21			1
22			1
23			1
24			1
25			1

*Example: A rider has 18 B classification entries. The rider earns 256 points combined in 15 of those entries and no points in the other three. To calculate the ORPV the total points earned (256) are divided by the total number of classification entries in which points were earned (15). 256 divided by 15 = ORPV of 17.06. The rider's ORPV of 17.06 exceeds the 15-point cutoff, and they are advanced to the A classification.

3. B Classification Advancement

   a. All B riders carrying an ORPV of 15 or higher at year-end will be advanced to the A classification.

   b. Riders between the ages of 12 and 15 on Nov. 30th riding the B classification shall not be forced into the A classification regardless of how many B races or advancement points the rider has. Riders in this age group may advance based on their own ability/competence.

c. No rider, youth or amateur, can be forced to compete in the A class until Jan. 1 following their 16th birthday. A rider's age for advancement will be determined as of Nov. 30 of the current year. Riders under 16 may advance on their own ability/competence.

4. C Classification Advancement

a. All C riders carrying an ORPV of 15 or higher at year-end will be advanced to the B classification.

b. The following criteria are to be used when determining a rider's eligibility for the C classification:

(1) No rider is to be classified as a C rider if that rider had an ORPV of 15 or higher the previous year in the C classification.

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

(3) No rider is to be classified as a C rider if that rider is receiving or has ever received any type of OEM factory support in any classification (excluding OEM contingency and trackside support).

5. Appealing Advancement/Classification

a. Riders who wish to contest classification achieved during the current year through the National Advancement System may appeal once. The deadline for appeals related to year-end advancement is March 1.

b. There will be a board to hear appeals and there is no second appeal to this classification process.

c. Advancement appeals for all classes will be determined by the AMA appeal process.

d. Classification appeals for all classes will be determined by the AMA appeal process.

e. A $50 fee must accompany all advancement appeals. Appeals must be made online via the AMA appeals form found on the AMA website: https://americanmotorcyclist.com/racer-advancement-appeal/.

f. The AMA Appeal Board reserves the authority to advance a rider's classification that has no RPV but has demonstrated an advanced riding ability that is supported by documented race results, at any time.

g. Riders who wish to contest placement, classification or age for youth class eligibility may appeal once per calendar year to the AMA.

h. Riders returned to a lower class are only those who are considered completely non-competitive in the class they are leaving and won't dominate the class in which they are returning.

i. Riders may return to a lower class only once.

j. Riders returning to competition after several years

must request to be reverted as explained above and can't move back a class automatically or without AMA and district permission. Failure to comply with this requirement will result in suspension or other disciplinary action.

k. The AMA Appeal Board reserves the authority to re-evaluate and overturn an advancement/classification appeal decision based upon new information and/or documented race results showing advanced riding ability within six months of the Appeal Board's decision.

l. Recognized District Organizations (RDO) and Competition Partner Organizations (CPO) may request review of a rider's classification. A recommendation for advancement and/or reclassification along with documentation to support the review must accompany the request.

D. Entries

1. Contestants must sign all entry blanks in ink. An organizer 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 organizer.

2. No more than one engine number can appear on an entry blank.

3. Organizers may establish advanced entry closing dates. Organizers may accept post entries with higher entry fee. The conditions of entry must appear in all advertisements.

4. Entrants may be removed from a meet for breaking any rules of conduct. Organizers and districts can't issue suspension of AMA competition privileges.

5. If youth and amateur events are being run on the same day at the same location, no youth entrant shall be eligible to enter more than three classes for the entire day. At GP events, riders may enter all classes in which they and their machine are eligible. Classes must compete in separate races.

6. A youth or amateur entrant may use the same motorcycle in more than one class on the same day, as long as the motorcycle and rider meet the requirements of the class.

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

E. Youth Riders and Eligibility

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

1. Youth General

   a. To compete in a youth meet, an AMA member must be no younger than 4 and no older than 16. ***If a youth turns 17 on the date of the event or prior to, they are no longer eligible to race a Youth Minibike in a Youth Mini event regardless of wheel size or engine displacement.*** The referee or clerk of course may ask to see any rider's proof of age. Proof of age must be available at all meets or the rider is subject to disqualification.

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

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

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

   c. The rider must be large enough and mature enough to control their motorcycle 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 their motorcycle***.*** Training wheels are not allowed.

   d. The rider's age on Jan. 1 will determine their age for remainder of the year. Riders may move to the next higher age class in the Youth Division only if they will be eligible to do so at any time during the year. Once a rider moves to the next higher age class in AMA or non-AMA competition, they may not move back to the lower age class. Riders are encouraged to determine at the beginning of the points season/year the age class they will participate in for the points season/year. Points earned in a lower age class won't transfer to the higher age class.

   e. No "A class" riders are permitted to compete in any "Youth" classes.

2. Youth Entries

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

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

b. A youth entrant may use the same motorcycle in both youth and amateur events on the same day as long as the motorcycle meets the engine displacement of the class entered. Where district numbering systems are in effect, proper numbers must be displayed on the motorcycle.

3. Points: Riders are eligible to receive district points in youth classes. Additional points programs may be established by the recognized district organization. The American Motorcyclist Association doesn't inspect vehicles used in AMA-sanctioned competition. Participants are solely responsible for the condition of their vehicles and their competence to operate them.

SECTION 2.2
OFF-ROAD EQUIPMENT

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. Equipment Definitions

Note: Applies to all Off-Road Racing disciplines

1. Motorcycle – A motorcycle is defined as a two-wheeled vehicle propelled solely by a combustion engine.

    a. Motorcycles must meet all of the requirements of a motorcycle with the exception of those specific to electric motorcycles listed in this section

2. Electric Motorcycles – A Class 4 Electric Motorcycle is defined as a two-wheeled vehicle with an electric drive system activated with a throttle, propelled solely by a motor powered by stored electricity from a battery pack.

    a. Electric motorcycles must meet all of the requirements of a motorcycle and those specific to electric motorcycles listed in this section

3. Electric Bicycles – A Class 1 Electric Bicycle is defined as a low-speed pedal-assisted two-wheeled vehicle. It is equipped with a motor powered by stored electricity from a battery pack that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches a speed of 20 mph, and is limited to a max of 750w.

    a. Electric bicycles will be governed by supplemental event and technical rules as published by the AMA until such time as a comprehensive rules section can be added to the AMA Rulebook.

B. 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 safely in competition. All classes are considered modified unless stated otherwise.

1. Homologation of Motorcycles/Minicycles

    a. All Motorcycles and Minicycles
    (1) To be approved for AMA-sanctioned competition, motorcycles/minicycles (engines and frames) must be available through retail distributions.
    (2) For a motorcycle/minicycle to be homologated, the manufacturer must apply to the AMA, register the machine's specifications, provide photographs, OEM parts list, provide 10 identical machines of the same year and model for AMA inspection and an additional 65 identical machines of the same year and model are manufactured and available for sale to the

general public through a distributor network by April 15 of the current model year.

(3) Manufacturers and distributors must have a sufficient quantity of spare parts to meet customer demand for a minimum of the current model year being approved.

(4) Superseded or redesigned parts must be submitted to AMA Racing for review and approval before they're used in competition. These parts must be listed in the current OEM parts list supplied to AMA Racing.

(5) The AMA may require one unit of each approved model and/or superseded or redesigned part(s) to be provided for long-term parts comparison.

(6) Only after the homologation paperwork has been verified and approved by AMA Racing will the motorcycle/minicycle be added to the approved for AMA competition list.

(7) Homologation will last until such time as the motorcycle no longer conforms to the current limited class rules.

(8) Homologation is required each year for new models even if that model hasn't changed from the previous year homologation.

(9) AMA Racing will provide a list of homologated motorcycle/minicycles. This list may be updated at any time.

(10) If at any time it is discovered that the manufacturer mischaracterized information during the homologation process, the manufacturer may be fined up to $10,000 and may be placed on probation or suspension from AMA competition for up to five years.

(11) Motorcycles/minicycles will be approved at the sole discretion of AMA Racing.

(12) All motorcycles/minicycles manufactured exclusively for trials competition are excluded from homologation requirements.

2. Engines (Modified Classes)

   a. Complete engine changes may not take place during the event. Repairs are permitted, but the engines serialized component(s) cannot be changed.

   b. Motorcycles must use the crankcases of the production motorcycle engine. The use of sleeving, stroking or boring to change displacement classes is allowed.

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

d. The frame with which a rider has qualified may not be changed.

e. Superchargers are prohibited.

f. The actual displacement of a motor must be stamped on the side of the cylinder or engine case.

g. The displacement of the motorcycle or minicycle may not exceed the class limit. Piston displacement specifications depend on the type of meet.

h. Piston displacement may be measured using either of the following formulas:

(1) $V = 3.1416 * b^2h$; b is one-half bore, h is measured stroke
V = 3.1416 x (one-half bore x one-half bore) x measured stroke x number of cylinders

(2) $V = B^2 * 0.7854 * h$; B is bore, h is measured stroke
V = bore x bore x 0.7854 x measured stroke x number of cylinders

Note: If bore and stroke is in millimeters, divide the end product by 1,000 to convert to cubic centimeters (cc). If bore and stroke is in inches, multiply the end product by 16.387 to convert to cubic centimeters (cc).

3. All combustion-engine motorcycles must use petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814. All gas must be stored in approved containers.

4. Electric Motorcycles

a. Electric Motorcycle is a two-wheeled vehicle electric powered and propelled solely by stored electricity (battery/accumulator), without the use of petroleum-based fuels. Racing eligibility will be determined through approved supplemental rules.

5. Transmission

a. All motorcycles must be fitted with a transmission as catalogued and sold by the manufacturer of the motorcycle in question.

b. Specially fabricated clutch levers or pedals may be used. Clutch pedals must be rubber-covered.

c. Starting systems may be removed, including kick lever, pedal, starter crank gear and starter shaft. Kick pedals must be of the folding type.

d. There are no limitations on gearing.

6. Brakes

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

   b. Motorcycles used in off-road competition must be equipped with adequate, operating front and rear brakes.

   c. A brake or braking device does not mean a compression release, although compression releases may be installed in addition to brakes.

   d. Brake ventilation is permitted.

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

7. Wheels and Axles

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

   b. Aluminum wheel axles are prohibited.

8. Frame

   a. Frame parts must be manufactured in a safe and workmanlike manner, and any frame modifications also must be done in a workmanlike manner.

   b. Titanium frames aren't allowed.

   c. Safety bars and stands must be removed except in cross country-type events.

   d. Footrests and levers

      (1) All footrests must fold back at a 45-degree angle for at least 50 degrees of movement.

      (2) Footrests must have a non-skid surface (knurled, serrated, rubber covered etc.)

      (3) The length of the footrest pivot point to the frame, engine or transmission must not exceed 2 inches and may not be lower than the crankcase or frame, whichever is lower.

      (4) Once qualified for the meet, the motorcycles frame may not be replaced.

   e. 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 vehicles built specifically for sidecar competition. Sidecars must be constructed or attached in a safe, workmanlike manner.

      (2) Sidecars must have conventional rigid (not flexible) frames.

(3) Measured from the center of the tire treads, the distance between the sidecar wheel and motorcycle wheels must be between 30 and 45 inches.

(4) A padded, straight knee brace may be used, but it must be attached at a right angle to the frame and not extend more than 5 inches from the gas tank.

9. Handlebars and Controls

a. Handlebars must be made of steel, aluminum, titanium or another material approved by the AMA. Repaired, cracked or broken handlebars are prohibited. Handlebar mounts may be altered.

b. Control levers must have ball ends at least 1/2-inch in diameter.

c. All motorcycles must be equipped with a functional mechanical kill device (such as a compression release) or ignition cut-off switch mounted on the handlebar and able to be reached without taking one's hand from a handgrip.

d. Motorcycles must be fitted with a self-closing throttle.

10. Forks

a. Forks must be adequate in strength and size for the motorcycle and its use.

b. Fender brackets may be removed.

c. If forks are moved up in the triple clamps and protrude more than 1 inch (including air stem if so equipped) above the lowest portion of the handlebars, then a protection device must be fitted over them.

d. A steering damper may be used.

11. Gas Tanks

a. Fuel tank capacity may be no more than 24-liters (6.34 gallons). 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. Commercially produced auxiliary tanks may be used. Seat tanks are prohibited.

d. Gas tank vent lines must have a device that prevents gasoline from escaping.

12. 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.

13. 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.

14. 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. When required, spark arresters shall remain in place throughout the event.

d. Sound Limits and Testing Procedures are located in Appendix 5.2.

15. Tires

a. Recapped or retreaded tires are prohibited.

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

c. No liquid may be used as primary tire filler.

16. Number Plates (except observed trials)

a. When number plates are required, a motorcycle must be equipped with three plates of uniform size, shape and color. Minimum dimensions are 7 1/8-inches high and 10 1/4-inches wide with four corners cut off at a radius of 1 inch. Metal plates must not be less than .045-inches thick, or .030 if beaded for added stiffness. For fiberglass or ABS plastic, the minimum thickness is 1/16 inch, and 1/8 inch for plywood. All other materials are prohibited.

b. Numbers must be at least 3-5 inches tall, standard block letters. If local numbers are required, they are to be of a uniform size and design. Numbers must not be shaded. Lettering must have a professional appearance. AMA National numbers will take precedence in all events and will be designated by a 3-5 inch N followed by a 3 inch class designator where applicable (such as N1x or N1) Nothing but the number and letter may appear on a number plate, except the top 2 inches of the front number plate for sponsor or rider names.

c. Number plates must be securely mounted. The front plate must be attached parallel to the head angle and may not be curved (except on road race fairings).

17. Use of electronic communication with the rider or use of a portable electronic device of any kind (i.e. digital music device) that would be considered a distraction while on the motorcycle during the meet is prohibited.

18. Electric Motorcycle
Note: Applies to all Off-Road Racing disciplines

a. Unless superseded, electric motorcycles shall adhere to ISO13063 Voltage Class A requirements as self-certified by the OEM.

b. A master on switch is required that enables electronics of the motorcycle to be turned on. This is analogous comparable to a key switch function.

c. A manual propulsion disable switch is required such that when active, no active rotation of the motor or power unit is possible.

d. The electric motorcycle shall have automatic propulsion disable features under the following conditions:

1. Tilt — Electric motorcycle tilted beyond a point from vertical not normal for competition for greater than 5 seconds.

a. An original equipment tether type mechanical kill device attached to the motorcycle and the rider so that propulsion is disabled at any time when the rider becomes separated from the motorcycle is acceptable in place of a tilt device.

2. Battery Fault — Unsafe operating condition of battery identified by BMS or loss of communication with BMS for greater than 5 seconds.

3. Timeout — No throttle commanded for greater than 60 seconds.

e. Throttle control shall use a redundant, non-contact sensing technology. Redundant signals shall be opposing direction and both required for throttle/motor control to be active.

f. Throttle control has a means for diagnostics where the current position is displayed.

g. The vehicle shall have a system status LED. When illuminated, the LED indicates that propulsion is active and using the throttle will spin the motor. The status LED is to be located on the front of the bike and visible to rider and officials facing the bike. LED shall be visible to a standing person when the electric motorcycle is laid down on its side.

h. Battery Pack

1. One main battery pack is allowed.
2. Main pack may be removable to allow for charging or swapping of a discharged battery pack for a charged battery pack.
3. Cells comprising main battery pack are of Lithium-Ion chemistry of LiNiMnCo (NMC) type.
4. An auxiliary battery pack may be used in support of an independent 12V power for motorcycle electronics. Auxiliary battery may not aid in propulsion of the motorcycle. It may be lead acid, AGM, or Lithium-Ionchemistries.
5. A Battery Monitoring System (BMS) must be incorporated into the main battery pack as a means to prevent damage to the battery pack.
6. The maximum voltage output of the main battery pack is 60V DC.
7. Voltage of the battery pack is determined as follows:
   - Pack Voltage = Nominal Cell Voltage X Number of Cells in Series.
8. The capacity of the battery pack is determined as follows:
   - Pack Capacity = Cell Rated 1C Discharge Capacity at 20 deg C X Number of Cells in Parallel.
9. The energy rating of the battery pack is determined as follows:
   - Pack Energy = Pack Voltage X Pack Capacity.
10. The main battery pack shall display a rating label showing Pack Voltage in Volts, Pack Energy in kWh, serial number, and OEM branding. Rating label must be visible when installed in motorcycle. Access to view label shall require no tools.
11. The main battery pack must be certified to UN 38.3 standards and contain a UN3840 compliant label.
12. The main battery pack must be manufactured in a way not to allow tampering or modification of the original design.

i. Motors

1. A single electric motor is allowed for propulsion. Motor must power the rear wheel only.

2. Motor may be housed to include electronics, such as motor controller, and wiring to create a power unit.

3. Motor or power unit must contain a label with a serial number and OEM branding.

4. Motor or power unit must be mounted near center of chassis (mid-motor). No hub motors allowed.

5. Motor is only allowed to rotate to provide forward motion. Reversing of the motor is not allowed mechanically or electrically.

i. Motor Controller

1. Motor controller must have OEM markings including serial number and OEM logo.

2. Aftermarket motor controllers are prohibited.

3. A motor controller may be integrated or housed with motor to create a power unit. Power unit shall be labeled with serial number and OEM logo.

C. Motorcycle Equipment Inspection

1. The referee has the power to disqualify any motorcycle that does not conform to the rules and 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. Refusing to submit a machine or component (including fuel) for inspection will result in the forfeiture of all points, prizes and rights at the meet, plus a fine and one-year suspension.

D. Competition Apparel

1. Protective pants made of leather or other durable material and long sleeve jerseys must be worn in all competition.

2. When a riding jersey or other apparel is used for rider identification, it is recommended that an 8-inch number be on the back, and the number be of contrasting colors. If an external back support is used, the number should be placed on the back protector.

3. Boots must be worn in all meets. They must be at least 8-inches high with any combination of laces, buckles or zippers, or be specially designed and constructed for leg and foot protection.

4. All riders must utilize a shatterproof face shield or shatterproof goggles at the start of the event.

5. It is ***highly*** recommended that chest and back ***protection*** be worn by all competitors. ***It is required for all competitors in Youth Classes to wear chest and back protection.*** The protector may be worn under or over the jersey, and it should cover the sternum anterior ribs, posterior ribs, and spine from T1 to T 12. For road racing a back protector must be worn under their leathers unless integrated into the design of the leathers.

6. Wearing of Helmets: It is mandatory for all participants taking part in practice and races to wear a full face protective helmet, except in Trials competition where a Trials helmet may be worn.

   a. All helmets must be intact and no modification may be made to their construction that alters the helmet from the condition it was tested and approved. The helmet is made to provide protection and is not a platform to attach foreign objects. For example, cameras or other accessories are NOT permitted to be attached to the rider's helmet.

   b. The helmet must have a chinstrap-type 'retention system'.

   c. The helmet must be of proper fit, in good condition and properly fastened ***and remained fastened while moving during competition***.

   The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval:

USA:	Snell ***M2020/M2025, M2020R/M2025R, M2020D/M2025D*** or DOT FMVSS 218
Europe:	***ECE 22.05/22.06 P, P/J***
Japan:	JIS T 8133:2015
FIM	***FRHPhe-01 or FRHPhe-02***

Full Face Type Helmet

Trials Helmet

Open Face

All helmets must be intact, and no alteration must have been made to their construction. The rider may perform the following checks before taking part in practice or the race: That the helmet fits well on the rider's head, that it is not possible to slip the retention system over the chin when fully fastened and, that it is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.

It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device and that all competitors display the following information on the base of the helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card and add any pertinent information such as epilepsy, diabetes, current medications and past medical problems.

E. Dual Sport Motorcycles

Refer to: AMA Recreational On-Off Road Guide & Rulebook.

SECTION 2.3
OFF-ROAD MEETS

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, organizer, rider and all other persons participating in or connected with any meet are bound by these rules. Recognized districts must submit any supplementary rules to the AMA for approval.

2. No stylized jumping contests will be allowed before, during or after AMA-sanctioned meets without approval from the AMA.

3. No gambling is permitted at any AMA-sanctioned meet, and it is the responsibility of the organizer and referee to strictly enforce this rule.

4. Amateur riders may enter three classes per meet. See section 2.1 for youth eligibility. At GP events, riders may enter all classes in which they and their machine are eligible. Classes must compete in separate races.

5. At any meet, except sidecar events, the following applies: The machine must meet the class requirement for engine size. All classes need not be run in any given meet. However, all classes to be run must be listed on any advance advertisements. If there are five or more entries for any class, that class must be run.

6. At any meet, if there are more than five, but fewer than 12 riders in each of any two consecutive classes, these classes may be run at the same time (for separate prizes). In any advertised class with fewer than five entries, the class must be run, scored and awarded but may be combined with a similar ability or equipment class. Sidecar entries must be a minimum of six AMA members and three sidecars. ATVs and motorcycles may not race or practice on the track or course at the same time (except Hare and Hound).

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 organizer is supplying medical insurance for the riders, the organizer may collect an additional fee for this service. The organizer must display at sign up a sign stating, RIDER MEDICAL INSURANCE TODAY, in 3-inch letters. All other meets should be recognized as not having rider medical insurance.

9. In addition to the classes described in this rulebook, organizers may organize, advertise and conduct stock classes in any type of AMA competition. Stock motorcycles (as described in section 2.2) are subject to inspection, and any deviation will result in the machines being assigned to other categories or disqualified.

10. All riders should have a working, two-pound minimum, BC-rated, fire extinguisher in their pit area.

11. AMA Grand National-, Superbike- or Pro Expert-licensed riders are not eligible to enter any Amateur National Championship meet (except Enduro).

12. A rider who earns a national number may begin using the number immediately and until the succeeding year's event where the national number was earned.

13. Sidecar and buddy seat passengers must be carried throughout the entire meet and may not drive at any time.

B. Youth - General Rules of the Meet

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

1. Youth meets must be conducted according to the rules in this rulebook. Any variations are not allowed without the written permission of AMA Racing.

2. All classes to be run at a meet must be listed in advance advertising and posted in a prominent place at the entry desk. All classes advertised must be run if there are five or more riders for that class.

3. When there are fewer than five riders per class, they may be advanced to the next 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).

4. 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.

5. Two riders may use the same machine, provided they are entered in different classes (such as an 85cc machine ridden in the 7-11 class and 12-15 class).

C. Race Rules

1. No one except riders officially entered may ride or practice on any portion of the course the day of the meet. If a course includes public roads, a rider may travel those roads necessary to reach the starting area.

2. In Enduro, Hare and Hound and Hare Scrambles meets, anyone who lays out the course, marks it, or who in any way may have an unfair advantage through their involvement in organizing the meet, is prohibited from competing.

3. In Enduro and Hare and Hound meets, no competitor will practice ride or survey the course by any means at any time prior to the start of the meet except for an official parade lap or in an official event.

4. In Hare Scrambles meets, riders may walk or ride bicycles on the final course prior to the start of the event. Riders may also view the scoring area.

5. The machine the rider brings to the starting line for their first heat or moto is considered the qualified machine for that day's meet in that class.

6. 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.

7. A rider must be ready when called to the starting area. If not ready, they will be allowed two minutes after the starter's call to make minor repairs. Afterward, if the rider still isn't ready, they will be excluded from the event. Once an alternate rider has been called to the starting line by the referee, the rider won't 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 won't prevent the disqualification of another rider who has used the two-minute limit.

8. Under no circumstances may anyone ride a machine in the wrong direction on the track. Anyone who commits this offense may be suspended for the event or for the entire meet.

9. A rider whose machine is disabled before reaching the finish line may, under their own physical power, push or carry their machine in the direction of the track (towing is prohibited), across the finish line to receive the checkered flag. A rider who finishes in this manner will be considered as having completed the event.

10. If a rider stops for any reason during an event, they must restart without any outside assistance. However, if a rider falls, blocking the course and endangering other riders, the rider may receive help or have their machine pushed off the course. An attempt to help under any other situation will result in the rider's disqualification.

11. A rider leaving the course must re-enter at the same point or at the first point where they can safely do so without interfering with other riders and without gaining an advantage. Failure to do so will result in the rider being penalized a minimum of one finishing position for that event.

12. A competitor who rides in a way that endangers officials, other riders or the public will be subject to immediate disqualification from the meet by the referee.

13. Except in sidecar competition, riding in a prone position is prohibited. The penalty is disqualification.

14. Sidecar passengers must remain in the sidecar for the entire event. A fallen passenger may re-enter only at the same point where they fell and on the same lap.

15. Riders may only receive fuel in designated pit. Location of the pit area must be announced prior to the start of the event. If pit is designated at any point of the course, the rider must completely leave the racecourse before receiving fuel. If pit is designated to a specific area, a rider must use the designated entrance and exit lane when entering and leaving the pit. Failure to do so may results in disqualification.

16. The referee may decide the maximum number of riders who start any event. Starting riders will be those who qualify as a result of time trials or qualifying heats. If heat races are used, a rider must start a heat to qualify for the final event.

17. The race is completed when the leader takes the checkered flag. The number of laps completed determines the finishing position.

D. Flags

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

1. GREEN: Start of race.

2. WHITE: One lap to go until finish (courtesy flag).

3. YELLOW: Caution. When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag.

4. BLACK WITH 1-INCH WHITE BORDER: Disqualification of a rider. That rider must report to the referee at once.

5. BLUE: Indicates you are about to be overtaken by faster riders. Hold your line and don't impede their progress. Also indicates “Kill your engine” while on the start line.

6. WHITE WITH RED CROSS: Indicates that ambulances, safety vehicles or emergency personnel are on the course. EXERCISE caution.

7. BLACK and WHITE CHECKERED: End of race (Checks are 5 inches square).

8. RED: Stopping of a race for any emergency situation.

E. Scoring

1. An AMA-approved scoring system must be used.

2. Each rider is entitled to examine their score or scorecard with the head scorer or referee.

3. No official announcement of race winners may be made until all checks have been examined and the head scorer approves the cards. Official results are declared final if no rider requests a recheck within a 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 their score and the numbers are not properly displayed, a protest will be disallowed. There will be no exceptions to this rule.

5. Electronic score keeping may be used at the check stations and finish. When times are recorded with a transponder and tower or stand-alone reader the start reader shall be set up far enough from the starting area not to take a false read before rider starts. The finish reader shall be set up at the check markers with enough run out not to take a false read after riders have finished. Times will be recorded when rider crosses into the field of the reader. When times are recorded with transponder and handheld reader the ones holding the reader shall be set up after the check signs. Time will be recorded once the rider comes to a complete stop and the transponder is then scanned. Back up sheet will be recorded for all checks in case of check station power loss, electronic failure or a disputed check time.

6. If the official results cannot be posted within one hour of the race end, the time and location of the results being posted must be announced. Official results must be posted no later than 24 hours of the final rider finishing. The meet referee must be available via phone, email or in person to accept protests to results being considered final.

F. Claiming

1. All sanctioned off-road meets are claiming meets. The claiming price shall be 50 percent over manufacturer suggested retail price using the Black Book AMA Official Motorcycle Value Guide, Kelly Blue Book or NADA appraisal guide and include the complete motorcycle or minicycle. Vintage and ATV class equipment will be excluded from the claiming rule.

2. Any rider (claimant) over the age of 18, or represented by a parent or legal guardian, may enter a claim for a motorcycle, supermini or minicycle ridden in an event in which the claimant has competed. A claimant may enter a claim with the referee any time during the meet but no later than 30 minutes after the race results of the event in which the claimant competed are posted. There will be no additional time added to this process in the event of a claim. The claimant shall remain anonymous, and claims will be irrevocable upon receipt of the claiming fee.

3. Cash, cashier's check or bank draft must accompany a claim. The owner of the claimed motorcycle must immediately deliver it intact, along with a clear title or bill of sale. In the event the claimed motorcycle is the qualified motorcycle in future events of the meet, said motorcycle will

be immediately impounded by meet officials. All maintenance will be supervised by meet officials and the claimed motorcycle will remain in the custody of meet officials.

4. If more than one claim is received for the same motorcycle, the meet referee will hold a drawing to determine the successful claimant.

5. If a rider whose motorcycle is claimed refuses to comply, the rider must forfeit their trophy, is disqualified from the meet and will be suspended for one year.

6. A rider may not enter a claim on their own equipment.

7. Any rider deemed by the AMA to be complicit in circumventing the claiming rule (i.e. placing a claim with the intent of returning the motorcycle to the original owner), will be subject to a one-year suspension of competition privileges.

G. Youth Classes and Age Groups

Any of the following classes may be run, but all must be run as advertised. Additional classes may be run but must first be approved by the AMA.

Class	Age requirement	Engine size	Engine type
1: Peewee Jr.	4 - 6 yrs.	0cc - 51cc	two-stroke
		0cc - 51cc	four-stroke
Single-speed automatic. Maximum (adjusted length) wheelbase 36 inches. Maximum wheel size 10 inches. Maximum seat height 24 inches.			

Class	Age requirement	Engine size	Engine type
2: Peewee Sr.	7 - 8 yrs.	0cc - 51cc	two-stroke
		0cc - 51cc	four-stroke
Single-speed automatic. Maximum (adjusted length) wheelbase 41 inches. Maximum wheel size 12 inches. Retrofitted 12-inch wheels are permitted on all class 2 motorcycles.			

Class	Age requirement	Engine size	Engine type
3: Peewee	4 - 8 yrs.	0cc - 51cc	two-stroke
Single-speed automatic. two-stroke oil-injected. Maximum (adjusted length) wheelbase 36 inches. Maximum wheel size 10 inches. Maximum seat height 22 inches.			
Class	Age requirement	Engine size	Engine type
4: Peewee	7 - 8 yrs.	0cc - 51cc	two-stroke
		0cc - 51cc	four-stroke
Single or multi-speed automatic. Maximum (adjusted length) wheelbase 38 inches. Maximum wheel size 10 inches. Maximum seat height 22 inches. No larger than 13mm round intake.			

Class	Age requirement	Engine size	Engine type
65cc	7 – 9 yrs.	59cc - 65cc	two-stroke
		59cc - 112cc	four-stroke
65cc	10 - 11 yrs.	59cc - 65cc	two-stroke
		59cc - 112cc	four-stroke
Minimum wheel size 12 inches. Maximum front wheel 14 inches. Maximum (adjusted length) wheelbase 45 inches. Maximum wheelbase must maintain manufacturer specifications			

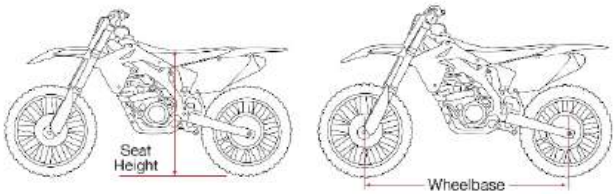
Class	Age requirement	Engine size	Engine type
85cc	7 - 11 yrs.	66cc - 85cc	two-stroke
		75cc - 125cc	four-stroke
85cc	9 - 13 yrs.	66cc - 85cc	two-stroke
		75cc - 125cc	four-stroke
85cc	12 - 15 yrs.	66cc - 85cc	two-stroke
		75cc - 125cc	four-stroke
Maximum front wheel 17 inches. Minimum rear wheel 12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

Class	Age requirement	Engine size	Engine type
Supermini	***12 - 15 yrs.***	79cc -112cc	two-stroke
		75cc -150cc	four-stroke
Maximum wheelbase 52 inches. Maximum front wheel size 19 inches. Maximum rear wheel size 16 inches.			

Class	Age requirement	Engine size	Engine type
Schoolboy 1	12 - 16 yrs.	***85cc -125cc***	two-stroke
		75cc -150cc	four-stroke
Minimum front wheel size 19 inches. Minimum rear wheel size 16 inches.			
Class	Age requirement	Engine size	Engine type
Schoolboy 2	14 - 16 yrs.	122cc -250cc	Any
Minimum wheelbase 53 inches. No minicycle or supermini.			

Class	Age requirement	Engine size	Engine type
Girls Junior	9 - 12 yrs.	59cc - 85cc	two-stroke
Maximum wheelbase 51 inches. Maximum front wheel size 17 inches. Minimum rear wheel size 12 inches, maximum rear wheel size 16 inches.			

Class	Age requirement	Engine size	Engine type
Girls Senior	12 - 16 yrs.	79cc - 112cc 75cc - 150cc	two-stroke four-stroke
Maximum wheelbase 52 inches. Maximum front wheel size 19 inches. Maximum rear wheel size 16 inches.			



See seat height and wheelbase measurement process in Appendix 5.7.

1. No “A” class riders are permitted to compete in any Schoolboy, Supermini or Youth class.

2. The use of OEM or aftermarket kits to change displacement or wheelbase will be allowed in the Schoolboy and Supermini classes only.

H. Amateur Classes and Age Groups

1. Rider must be of eligible age to participate in the class the day of the event.

2. The following is the complete class listing of approved amateur classes for AMA Off-Road events. All classes are approved for competition and organizers must advertise any classes to be run.

Class	Engine Size
200cc	98cc - 200cc
250cc	201cc - 250cc
Lites	98cc - 250cc
**Open	251cc - Open
**Open (2)	98cc - Open
**Veteran 30+	98cc - Open
**Senior 40+	98cc - Open
**Super Senior 50+	98cc - Open
**Masters 60+	98cc - Open
**Women	***85cc - Open***

3. ATV riders see Off-Road 2.4 for class structures.
4. Vintage riders see Off-Road 2.11 for available classes.
5. Electric Motorcycle Classes
    a. With the exception of specific E-Classes listed within the AMA Rulebook, electric motorcycle eligibility will be determined through event supplemental rules.
    b. When allowed through event supplemental rules, electric motorcycles will only be eligible to compete in open, non-displacement classes.

***Note: When allowed through event supplemental rules, electric motorcycles are eligible in only the classes marked with a double asterisk.*

SECTION 2.4
ATV OFF-ROAD MEETS

A. General

1. The minimum age for amateur classes is 16. The age of the rider is determined as of the date of the event, except in youth competition.

2. For a 16 year old to be eligible for amateur four-wheel classes, the rider must meet the following criteria: With rider in normal riding position with hands on the handlebars, there must be a bend in the elbows, fingers must reach all control levers. A rider in a standing position on foot pegs must have 3 inches of space between seat and rider inseam.

3. The complete engine that a rider has qualified with may be changed, providing that it is replaced with an engine of the same make, model and displacement. Repairs may be made or parts replaced as necessary during a meet.

4. A minimum 6-inch space between vehicles must be provided on the starting line. No sharing of a single gate.

B. Approval of All-Terrain Vehicles (ATVs)

1. ATVs used in stock class competition must be approved by the AMA. Modified classes will run as indicated in the General Equipment Standards section.

2. For an ATV to be approved, the manufacturer must apply to the AMA, register the machine's specifications, provide photographs and prove that 100 identical, completed machines of the same model are available for sale to the general public at multiple dealer showrooms throughout all six AMA regions. AMA staff will verify production requirements. Application forms for ATV approval are available from the AMA. The approval procedure for the following model year will open Aug. 15 and must be completed no later than the following March 15. An approved list of ATVs will be made available by March 15 (youth and adult) on the AMA website and printed in official AMA publications in the spring.

3. Manufacturers and distributors must have a sufficient quantity of spare parts to meet customer demand for a minimum of the current model year being approved. Any parts determined to be inadequate in design or construction may be upgraded by the OEM approval process, as defined by the AMA staff, and must be submitted no later than June 15 of the model year. AMA may require one unit of each approved model and/or upgraded part(s) to be provided for long-term parts comparison.

4. ATVs used in youth, stock and production class competition, refer to the approved list available at www.americanmotorcyclist.com.

C. Equipment Definitions

1. ATV – An ATV is defined as a four-wheeled vehicle propelled solely by a combustion engine.

   a. ATVs must meet all of the requirements of an ATV with the exception of those specific to electric ATVs listed in this section.

2. Electric ATVs – An Electric ATV is defined as a four-wheeled vehicle with an electric drive system activated with a throttle, propelled solely by a motor powered by stored electricity from a battery pack.

   a. Electric ATVs must meet all of the requirements of an ATV and those specific to electric ATVs listed in this section.

D. Stock Class Additional Equipment Standards

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

Air Box (including lid)	Frame
A-arms	Fuel Tank
Carburetor (jetting changes allowed)	Rim Size
Electronics	Stroke
Exhaust System with Spark Arrester	Swingarm
Internal Engine Components	Wheel Hubs

   a. Battery Pack (Electric ATV)

   b. Internal Gear Reduction (Electric ATV)

   c. Motor (Electric ATV)

   d. Motor Controller (Electric ATV)

   e. Programming or mapping changes to the stock Motor Controller unit are only permitted using the OEM supplied system. (Electric ATV)

   f. Cylinder re-plating is allowed but must retain the original manufacturer's bore.

   g. Changes to carburetor jetting are allowed.

   h. Clutch plates, pistons and piston rings may be aftermarket items as long as they maintain the stock shape, design and material of the OEM parts.

   i. High-compression pistons aren't allowed.

   j. All other internal engine components must be stock OEM parts.

   k. Material may be added to the existing frame for strength, including welding. These changes shall not affect frame geometry.

   l. OEM front and rear suspension can be altered with internal modifications only. Shock linkage and suspension spring rates may be changed to any commercially available part.

2. Any items not listed above may be changed or modified.

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

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

5. ATVs used in youth, stock and production class competition refer to the approved list available at www.americanmotorcyclist.com

E. General Equipment Standards

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

1. Engines (Modified Classes)

   a. 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.

   b. Classification will be according to the manufacturer's piston displacement specification for the make of ATV and/or engine.

   c. ATVs must use the crankcases of the production engine. The use of sleeving, stroking or boring to change displacement classes is allowed.

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

   e. Superchargers, turbochargers and nitrous oxide kits are prohibited.

   f. The actual displacement of a motor must be stamped on the side of the cylinder or engine case.

   g. The displacement of the ATV may not exceed the class limit. Piston displacement specifications depend on the type of meet.

h. The frame with which a rider has qualified may not be changed, though engines may be.

i. Piston displacement may be measured using either of the following formulas:

(1) $V = 3.1416 * b^2h$; b is one-half bore, h is measured stroke

V = 3.1416 x (one-half bore x one-half bore) x measured stroke x number of cylinders

(2) $V = B^2 * 0.7854 * h$; B is bore, h is measured stroke

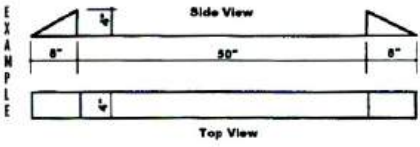
V = bore x bore x 0.7854 x measured stroke x number of cylinders

Note: If bore and stroke is in millimeters, divide the end product by 1,000 to convert to cubic centimeters (cc). If bore and stroke is in inches, multiply the end product by 16.387 to convert to cubic centimeters (cc).

2. All ATVs must use petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814. All gas must be stored in approved containers.

3. Width

a. The width of the ATV will be considered legal provided that the wheels don't 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.



4. Transmission

a. All approved ATVs must be fitted with a transmission as catalogued and sold by the manufacturer of the ATV or motorcycle in question.

b. Specially fabricated clutch levers or pedals may be used. Clutch pedals must be rubber-covered.

c. Starting systems may be removed, including kick lever, pedal, starter crank gear and starter shaft. Kick pedals must be of the folding type.

d. There are no limitations on gearing.

5. Brakes

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

b. ATVs in all AMA competition shall have functional front and rear brakes unless the ATV was manufactured with just rear brakes. The machine must have all brakes as originally manufactured or better.

c. A brake or braking device doesn't mean a compression release, although compression releases may be installed in addition to brakes.

d. Brake ventilation is permitted.

6. Wheels and Axles

a. Any type of wheel may be used in meets where brakes aren't required.

b. Aluminum wheel axles are permitted in ATV competition.

7. Frame

a. 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.

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

c. Frame parts must be manufactured in a safe and workmanlike manner, and any frame modifications also must be done in a workmanlike manner.

d. Titanium frames aren't allowed.

e. Footrests and levers

(1) Footrests must have a non-skid surface (knurled, serrated, rubber covered etc.).

(2) The top of the footrest may not be lower than the crankcase or frame, whichever is lower.

(3) Once qualified for the meet, the machine's frame may not be replaced.

8. Bumpers and Nerf Bars

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

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

9. Handlebars and Controls

   a. All ATVs must be equipped with a functional tether type mechanical kill device attached to the vehicle and to the rider ***while moving during competition,*** so that the engine ignition is cut off at any time when the rider becomes separated from the ATV.

   b. Handlebars must be made of steel, aluminum, titanium or another material approved by the AMA. Repaired, cracked or broken handlebars are prohibited. Handlebar mounts may be altered.

   c. Control levers must have ball ends at least a half inch in diameter.

   d. ATVs must be fitted with a self-closing throttle.

10. Front Suspension

   a. Front suspension must be adequate in strength and size for the ATV and its use.

   b. Fender brackets may be removed.

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

11. Gas Tanks

   a. Gas tank capacity must be between 5 liters (1.32 gallons) and 24 liters (6.34 gallons). 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. Commercially produced auxiliary tanks may be used. Seat tanks are prohibited unless originally supplied by the manufacturer.

   d. Gas tank vent lines must have a device that prevents gasoline from escaping.

12. Fenders

   a. The front fender and the rear portion of the rear fender may be removed, or special fenders may be fitted. However, any special fenders must be mounted securely and safely.

   b. Rear fenders must extend at least to a vertical line drawn through the rear axle.

   c. The addition of streamlined parts, shells, housings, air foils, wings or other devices intended solely for the purpose of streamlining are prohibited.

   d. All glass must be covered or taped on ATVs.

13. Chain Guards

    a. A guard must completely enclose the primary drive. (The countershaft sprocket and primary back drive aren't considered parts of the primary drive.)

    b. A rear chain guard isn't required.

14. Exhaust System

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

    b. The discharge end of an exhaust system may not extend past the rear edge of the back tire, nor point so that it creates dust or interferes with the vision of another rider.

    c. When required, spark arresters shall remain in place throughout the event.

    d. Sound Limits and Procedures are in Appendix 5.2.

15. Tires

    a. Re-capped or retreaded tires are prohibited.

    b. No rubber or metal studs (or foreign materials) may be added to the tire tread, except for ice racing and Hare Scrambles Studded classes.

    c. No paddle tires may be used.

    d. No liquid may be used as primary tire filler.

16. Number Plates

    a. All ATVs in competition must have a vertical number plate mounted to the front bumper and a rear grab rail number plate.

    b. Numbers shall be a minimum of 6-inch blocked numbers (no shading or outlining). The number plates and numbers shall be of contrasting colors, clear, legible and have a professional appearance. All numbers must be the same.

    c. The number plates shall not be mounted to the handlebars for safety.

    d. Wood or metal number plates are not permitted.

    e. It is recommended that the rider put their number on back of their jersey or chest protector.

17. Electric ATV

    a. Unless superseded, electric ATV's shall adhere to ISO13063 Voltage Class A requirements as self-certified by the OEM.

b. A master on switch is required that enables electronics of the ATV to be turned on. This is analogous comparable to a key switch function.

c. A manual propulsion disable switch is required such that when active, no active rotation of the motor or power unit is possible.

d. The electric ATV shall have automatic propulsion disable features under the following conditions:

   1. Tilt — Electric ATV tilted beyond a point from vertical not normal for competition for greater than 5 seconds.

      a. An original equipment tether type mechanical kill device attached to the ATV and the rider so that propulsion is disabled at any time when the rider becomes separated from the ATV is acceptable in place of a tilt device.

   2. Battery Fault — Unsafe operating condition of battery identified by BMS or loss of communication with BMS for greater than 5 seconds.

   3. Timeout — No throttle commanded for greater than 60 seconds.

e. Throttle control shall use a redundant, non-contact sensing technology. Redundant signals shall be opposing direction and both required for throttle/motor control to be active.

f. Throttle control has a means for diagnostics where the current position is displayed.

g. The vehicle shall have a system status LED. When illuminated, the LED indicates that propulsion is active and using the throttle will spin the motor. The status LED is to be located on the front of the bike and visible to rider and officials facing the bike. LED shall be visible to a standing person when the electric ATV is on its side.

h. Battery Pack

   1. One main battery pack is allowed.

   2. Main pack may be removable to allow for charging or swapping of a discharged battery pack for a charged battery pack.

   3. Cells comprising main battery pack are of Lithium-Ion chemistry of LiNiMnCo (NMC) type.

   4. An auxiliary battery pack may be used in support of an independent 12V power for motorcycle electronics. Auxiliary battery may not aid in propulsion of the ATV. It may be lead acid, AGM, or Lithium-Ionchemistries.

5. A Battery Monitoring System (BMS) must be incorporated into the main battery pack as a means to prevent damage to the battery pack.

6. The maximum voltage output of the main battery pack is 60V DC.

7. Voltage of the battery pack is determined as follows:

   - Pack Voltage = Nominal Cell Voltage X Number of Cells in Series.

8. The capacity of the battery pack is determined as follows:

   - Pack Capacity = Cell Rated 1C Discharge Capacity at 20 deg C X Number of Cells in Parallel.

9. The energy rating of the battery pack is determined as follows:

   - Pack Energy = Pack Voltage X Pack Capacity.

10. The main battery pack shall display a rating label showing Pack Voltage in Volts, Pack Energy in kWh, serial number and OEM branding. Rating label must be visible when installed in motorcycle. Access to view label shall require no tools.

11. The main battery pack must be certified to UN 38.3 standards and contain a UN3840 compliant label.

12. The main battery pack must be manufactured in a way not to allow tampering or modification of the original design.

i. Motors

1. A single electric motor is allowed for propulsion. Motor must power the rear wheel only.

2. Motor may be housed to include electronics, such as motor controller, and wiring to create a power unit.

3. Motor or power unit must contain a label with a serial number and OEM branding.

4. Motor or power unit must be mounted near center of chassis (mid-motor). No hub motors allowed.

5. Motor is only allowed to rotate to provide forward motion. Reversing of the motor is not allowed mechanically or electrically.

j. Motor Controller

1. Motor controller must have OEM markings including serial number and OEM logo.

2. Aftermarket motor controllers are prohibited.

3. A motor controller may be integrated or housed with motor to create a power unit. Power unit shall be labeled with serial number and OEM logo.

F. ATV Equipment Inspection

1. The referee has the power to disqualify any ATV that doesn't conform to the rules and may inspect any part of an ATV entered in an AMA-sanctioned meet. A machine that passes a pre-race inspection is subject to further inspection or protest at any time during the race program.

2. A rider who refuses to turn over their machine for inspection or measurement at the request of the referee or meet officials is automatically disqualified from the meet.

G. ATV Off-Road Classes

1. Youth Classes and Age Groups

   a. Youth classes may not exceed the maximum listed class displacement.

   b. 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.

   c. Reducing the engine displacement to meet class limits is not permitted (no downsizing).

   d. Any of the following classes may be run, but all must be run as advertised. Additional classes may be run but must first be approved by the AMA.

Class	Age requirement	Engine size	Engine type
50cc Single-Speed	4 - 6 yrs.	0cc - 50cc	two-stroke
		0cc - 50cc	four-stroke
Single-speed automatic. No CVT. Maximum width 41 inches. Maximum 41" wheelbase. Maximum 4" of shock travel.			

Class	Age requirement	Engine size	Engine type
50cc CVT	4 - 8 yrs.	0cc - 50cc	two-stroke
		0cc - 50cc	four-stroke
Single-speed automatic. Belt-Drive.			

Class	Age requirement	Engine size	Engine type
70cc Automatic	6 - 11 yrs.	51cc - 70cc	two-stroke
		51cc - 70cc	four-stroke
70cc Shifter	6 - 11 yrs.	51cc - 70cc	two-stroke
		51cc - 70cc	four-stroke

Class	Age requirement	Engine size	Engine type
90cc	8 - 15 yrs.	71cc - 90cc	two-stroke
		100cc - 125cc	four-stroke

Class	Age requirement	Engine size	Engine type
Girls Jr.	6 - 11 yrs.	51cc - 70cc	two-stroke
		75cc - 114cc	four-stroke
Girls Sr.	12 - 15 yrs.	71cc - 90cc	two-stroke
		75cc - 125cc	four-stroke

Class	Age requirement	Engine size	Engine type
Supermini	12 - 15 yrs.	71cc - 105cc	two-stroke
		75cc - 150cc	four-stroke

Class	Age requirement	Engine size	Engine type
125cc	8 - 15 yrs.	90cc - 125cc	two-stroke
		90cc - 125cc	four-stroke

Class	Age requirement	Engine size	Engine type
Schoolgirl	13 - 17 yrs.	91cc - 200cc	two-stroke
		91cc - 300cc	four-stroke

Class	Age requirement	Engine size	Engine type
Schoolboy Jr.	13 - 15 yrs.	91cc - 200cc	two-stroke
		91cc - 300cc	four-stroke
Schoolboy Sr.	14 - 17 yrs.	91cc - 300cc	two-stroke
		301cc - 400cc	four-stroke

2. Amateur Classes and Age Groups

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

   b. The following is the complete class listing of approved amateur classes for AMA Off-Road events. All classes are approved for competition and organizers must advertise any classes to be run. All classes must not exceed the maximum width 50 inches. All classes may be divided into A, B and C skill levels at the organizer's discretion.

Class	Engine size
**Production	201cc – Open
450cc	91cc – 265cc two-stroke 201cc – 450cc four-stroke
**Open	201cc – Open
**16-24 yrs.	201cc – Open
**Vet 25+	201cc – Open
**Vet 30+	201cc – Open
**Senior 40+	201cc – Open
**Super Senior	201cc – Open
**Masters 60+	201cc – Open
Utility 4x4	201cc – 850cc
Utility 4x4 Lights	201cc – 570cc
**Women	201cc – Open

3. Electric ATV Classes

   a. With the exception of specific E-Classes listed within the AMA Rulebook, electric ATV eligibility will be determined through event supplemental rules.

   b. When allowed through event supplemental rules, electric motorcycles will only be eligible to compete in open, non-displacement classes.

***Note: When allowed through event supplemental rules, electric motorcycles are eligible in only the classes marked with a double asterisk.*

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 (CPSC), an ATV can roll over on the rider or violently throw the rider without warning. Even hitting a small rock, bump or hole at low speed can upset the ATV.

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

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

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

Never ride an ATV after consuming alcohol or drugs.

Never carry a passenger on a single-rider vehicle. Carrying a passenger may upset the balance of the ATV and may cause it to go out of control.

Never ride an ATV on pavement. The vehicle isn't designed to be used on paved surfaces and may be difficult to control.

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

Never attempt to do wheelies, jumps or other stunts.

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

Never ride an ATV at excessive speeds.

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

Always read the owner's manual carefully and follow the operating procedures described.

For more information about ATV safety, call the ATV Safety Institute at (800) 887-2877, or go to www.ATVSafety.org.

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

SECTION 2.5
ENDURO MEETS

A. General

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 organizer 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.

2. Definitions when referring to Enduros:

   a. Emergency check: The same as a secret check, except that minutes and seconds are recorded and used for breaking ties.

   b. Gas available: A gas station, or a location where a rider's own fuel is provided.

   c. Gas stop: A place designated on the route sheet by mileage and the words "gas stop."

   d. Known control: A timed checkpoint whose location is known to all participants.

   e. Observation check: An unknown checkpoint where no time penalty is recorded.

   f. Secret check: An unknown, timed checkpoint.

   g. Timed check: Any secret check, emergency check or known control.

   h. Start control: A timed checkpoint designating a starting or a release point. A point whose mileage and key time are listed on the route sheet. A timed check immediately preceding a start control may be located without regard to the 3-mile check separation rule, but the timed check immediately following a start control must meet the 3-mile check separation rule.

   i. Restart Enduros must use at least two emergency checks. The combined total seconds at these checks are to be added to the final score.

3. 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.

4. There must be at least one gas stop or gas available location for each 50 actual ground miles (33 actual ground miles for a National Enduro).

5. The organizer 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. Restart Enduros mileage markers will be placed every other mile if not with the arrows. At least one marker must be placed every half mile on straight stretches. In the case of the course coming close to itself, there must be banner tape and "wrong way" markers to ensure riders do not get on adjacent course.
6. 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.
7. 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.
8. Within two weeks after the Enduro, the organizer must remove all course markers.
9. At any Enduro in which the rider carries their scorecard, the cards of trophy winners may be checked against the backup sheets. A three-person committee that includes the referee must rule on discrepancies between the scorecard and the backup sheet. At National Enduros, if there is an AMA staff member attending, they must be on this committee.
10. A rider may enter an Enduro, including a National, only once.

B. Classification of Riders

1. National Pro riders finishing in the top 15 of the preceding year's National Enduro Series are designated as Pro riders for the following year. A rider in this class is eligible for overall high-point winner and Pro trophies, but not for A class awards.
2. 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 the rider wants to be designated a Pro rider for the calendar year.
3. District organizations that want to establish a Pro class must submit a detailed description of proposed rules for AMA approval. The deadline for this proposal is Dec. 15 of each year.

C. Equipment

1. A rider may not start if any state-required equipment isn't in working order at the beginning of the meet.
2. Motorcycles must be equipped with a U.S. Forest Service-approved spark arrester, as part of the muffler or in addition to it.

D. Race Program

1. Riders may not ride on a marked course under penalty of disqualification, except a rider competing in an event running the same course.

2. If there is a sidecar class, the pathfinders should cover the marked course in a sidecar.

3. Riders must comply with all applicable local and state laws and regulations, including speed limits. At the request of an official of the meet, a rider must show a valid driver's license. If a qualified, identified official observes a rider violating a safety regulation such as entering a public road without first stopping, the rider may be disqualified on the spot. 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 one 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.

6. 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.

7. 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, one minute after the key time, the starter starts up to six riders each minute. There will be a "start control" at the start of the event.

8. Enduros may use dead-engine starts.

9. 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.

10. 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.

11. 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 aren't 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.

12. 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. An odometer check will not be mandatory at a Restart Enduro as they have mileage markers every other mile.

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

    a. Check stations shall use the following markers, measuring at least 18-by-18 inches with a 10-inch-high black letter:

        (1) Known control: Yellow marker with a K.

        (2) Observation check: White marker with an O.

        (3) Secret check: Red and white diagonal marker with a S.

        (4) Emergency check: Green and white diagonal marker with an E.

        (5) Start control: Yellow and white diagonal marker with black marking “ST."

14. 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.

15. Checking time is taken the instant a motorcycle’s front wheel arrives opposite the marker, or when a rider stops moving forward and is identifiable within sight of a timed check. Checkers may not leave a check station to try to identify a rider. Putting down one’s foot doesn't signify the point of timing, but time is taken if a rider zigzags or paddles to stall for time.

16. 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, an organizer may also have an observed check at the finish point. However, these conditions must be explained on the route sheet.

17. Check stations may not be more than 40 miles apart. Timed checks must be at least 3 miles apart. Timed secret or emergency checks must not be less than 2 miles before or less than 3 miles beyond a gas stop. When check stations and controls are within a town or city, they must be placed at the entrance to the municipality and located where contestants will not be needlessly delayed by traffic lights, speed limits or congestion. An observation check may be located on any part of the course.

18. At all checking stations, except observation checks, there will be at least three officials. One shall act as timer and call the time of arrival or departure. One shall insert the rider's time and number on the backup sheet, and one shall mark the rider's scorecards. It is the rider's responsibility to ensure that their scorecard is properly marked and that they are 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 their own time on either the scorecard or backup sheet will be immediately disqualified.

19. If a timing device is discovered to be inaccurate by five 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.

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

21. 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.

22. The mileage at any timed check is computed in whole tenths of a mile, and the time to that point is computed to a whole minute. A rider arriving at a timed check within the 59 seconds after the whole minute is recorded as arriving on the whole minute. Check mileage verification shall be measured from the last known mileage.

23. 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 are used to break tie scores. When a tie continues, the emergency check closest to the end of the meet is used to break the tie. If the tie still exists, each preceding emergency check is compared until the tie is broken. If this fails to break the tie, or if the run ended prematurely before any emergency checks were reached, then the tie scores are compared to the last legal timed check station, going from latest to earliest checks, and the first rider to score better at any check (including the last) is declared winner of the tie. If a tie still exists, duplicate points will be awarded. If duplicate points are awarded because of ties, points awarded to riders placing beneath the tied riders are based on the number of riders in that class. For example, if two riders receive second place points because of a tie, the next placing rider receives fourth place points.

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

Riders Due Minute	Arrived	Regular Points Lost	Emergency Points Lost
10:31	10:31.28	0	2
10:31	10:31.35	0	5
10:31	10:32.45	1	75
10:31	10:30.05	2	85
10:31	10:35.12	4	222

E. Scoring

1. Riders are scored on a points-lost system, with zero as the best score.

2. When a rider carries their own scorecard and loses it, 10 percent 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 their request to the referee. If a rider doesn't have a score on their card and requests that the backup sheet be consulted, the rider may be assessed a penalty on the same basis as a lost score card.

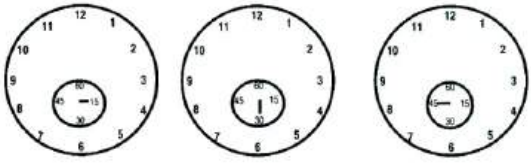
3. A rider will be penalized one point for every minute they are late leaving the starting control. Because of traffic or other conditions, final scoring may be completed at a secret check prior to the finish control.

4. At a known control, a rider will be penalized one point for every minute they are late in arriving. A rider leaving a known control before their scheduled departure time will be penalized two points for each minute they are early. There is no penalty for arriving early at a known control, unless a rider is more than 15 minutes early.

5. A rider will be penalized two points for the first minute they are early, five points for each additional minute early and one point for each minute late arriving at a secret or emergency check, or leaving a start or start control before the riders scheduled departure time.

6. When a tie must be broken, a rider will be penalized one emergency point for each second early or late at an emergency check.

ILLUSTRATION OF EMERGENCY CHECKING TIMING



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

In scoring at an emergency check, the rider's score is always calculated from the 30-second mark of their 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 their schedule, more than one hour and 59 seconds late or has cut the course, they will be disqualified at that point. In such a case, the rider will be credited with the mileage to the last timed check station before being disqualified and will be eligible for awards on that basis. For purpose of clarification, more than one hour shall mean 60 minutes and 59 seconds.

F. National Enduro Championships

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

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

1. These points are awarded on the basis of overall finish rather than a rider's finish in their equipment classification.
2. The points accumulated in all events in the series will decide the Overall National Enduro Champion. Class champions will be decided by the points accumulated in two less than the total number of the events in the series. Ties are broken by comparing the number of first, second, third, etc., finishes until the ties are resolved.
3. To determine the top 20 positions, it may be necessary to score riders who didn't finish the run. In such a case, the rider's finishing position is based on the number of checkpoints the rider reached and their score to that point.
4. Minimum mileage for a National Enduro is 65 actual ground miles.
5. The AMA must approve markers used at Nationals.
6. At National Enduros, speed changes are recommended but not required.
7. Organizers of National Enduros must perform a sound test. Failure to do so will result in cancellation of the organization's application for a National the following year. Organizers may have additional tech inspection during the event (location unknown to riders), including a sound test. Machines that don't meet sound requirements will be disqualified.
8. If any error in flip cards is discovered at a National Enduro checkpoint, the check reverts to observation status.

G. Reliability Enduro

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. Anyone who receives a citation for a moving violation will be disqualified.

   Definitions:

   a. AREA: A restricted and secure area used by the organizer to prevent access to the participant's IMPOUND machine by everyone during non-riding hours.

   b. WORK AREA: A designated area where the riders may work on the machines directly adjacent to the impound area and the start area.

   c. TIMED CHECKS: Selected points along the route at which a rider's progress is measured against the organizers supplied route schedule.

   d. OUTSIDE ASSISTANCE: All repairs and work done on any machine must be done only by the rider entered on that machine. No one else may touch the machine with the following exceptions: the removal of caps and replenishment of air and fluids (radiator, oil, fuel and bleeding brakes). The rider may receive tools and refreshments such as clean and dry goggles, gloves, food, drinks, etc.

2. Impound, Work Area and Start: Machines will be impounded by the organizer as specified in the meet supplemental rules.

   a. Each rider may claim their machine 10 minutes before their scheduled time of departure and may work on it during this period (see outside assistance). The rider can't start the machine prior to arrival at the starting line and their scheduled time of departure.

   b. Within one minute after the starting signal has been given, the rider must have started their engine and ridden beyond another line 20 meters (65 feet) from the start. Failure to do this will result in a 10-point penalty.

   c. Riders arriving more than one minute late at the starting line will be penalized by 60 points per minute. The minute in which the rider arrives at the start line will be considered as the new start time.

3. Time Check: The rider's time will be taken when they arrive 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 their machine cannot cross the 20-meter time-line until their time appears on the flip card. If the rider does pass the yellow flag they cannot go back, and they must proceed into the check and be scored.

c. Riders who arrive at a timed check more than one minute before or after their last marked time are penalized 60 points for every minute according to the time last marked on the card (marked time-starting time for the next section).

d. A rider may pass the final timed check at the entrance of the impound area up to 15 minutes early without penalty.

e. A rider may arrive late at the final control without being disqualified using the 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 their 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 shouldn't be too difficult or dangerous and prepared for this purpose. Riders are not allowed to practice the test but may walk them to become familiar with them. It should be ridden as fast as the rider's skills allow and will be timed on a basis of one point per second while within the test area between the start and finish gates (time in to time out = total seconds).

5. Equipment:

   a. To be allowed to begin the event, every rider must have a working headlight and taillight, including a stoplight. A U.S. Forest Service-approved spark arrester may be required.

   b. Sound tests are mandatory as described in the appendices. Mufflers may be repaired at any check. U.S. Forest Service-approved spark arresters may be required.

c. When the machines are first impounded, they will be checked and marked. The same marked parts must be used during the entire meet and will be checked at the final control. Parts marking will consist of marking hubs, frame (right hand side of steering head), crankcase, number plate and muffler. If a muffler must be changed, an official of the meet will mark the muffler again after performing a new sound test.

d. If you have engine or ignition failure, you may be eligible to re-impound. A three-person committee will rule on your eligibility. You must return immediately and directly to the start area, placing your machine in the impound/work area. Under the supervision of a designated official, you may be allowed to repair the engine or ignition failure. NO ADDITIONAL REPAIRS will be allowed (e.g. replacing tires, chains, sprockets, brakes, etc.).

e. 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.

f. Tools can be received everywhere but only the rider is allowed to work on their machine.

6. Event Scoring:

a. Gold medals are awarded to riders whose total number of points don't exceed 10 percent of the number of points achieved by the winning rider of that class.

b. Silver medals are awarded to the riders whose total number of points don't exceed 40 percent of the number of points received by the first (winning) rider of that class.

c. Bronze medals are 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. The rider must let the special test officials know of this decision when the rider arrives at the final test.

(2) Special test points: Motocross, Grass Track, etc., one second = one point

d. Penalties:

(1) Starting later than original schedule time: 60 points per minute late.

(2) Early arrival at a time check: 60 points per minute.

(3) Late arrival at a time check: 60 points per minute late.

(4) Stopping between yellow flag and control table at time check: 60 points.

e. Exclusion:

(1) Smoking in parc ferme or work area.

(2) Missing any marked parts.

(3) Starting engine in parc ferme, work area or starting enclosure before signal is given.

(4) Replenishment outside official areas or carrying fuel outside the fuel tank.

(5) Accepting outside assistance.

(6) Unauthorized communication with accompanying person.

(7) Being accompanied by another rider.

(8) Riding outside the route, riding in the wrong direction, not observing the marked route.

(9) Not observing traffic regulations, receiving a moving traffic violation citation.

(10) Not handing in the time card at the finish of the day's run, altering or using another card.

(11) Late arrival at a time check exceeding 60 minutes from original scheduled arrival time.

(12) Missing a time check or route check.

(13) Practicing on the course or special test.

(14) Greater engine capacity than stated on the entry form.

7. ISDE Team Selection Procedures:

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

a. Riders are to be selected based on the qualifying process established by AMA staff and the recommendations of the ISDE Board.

b. The qualifying process will be available from the AMA and will be posted at www.AmericanMotorcyclist.com > Racing each year at the beginning of the season.

c. The number of riders selected for the ISDE team will be limited as set forth in the qualifying process and the limit of entries established by the organizer of the ISDE.

8. Riders may alter the cc displacement to move up or down for the ISDE and qualifiers.

9. **IMPORTANT!** Ecology tires will not be required for qualifiers. However, knobby height will be limited to 13mm at the ISDE.

H. 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 organizer 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.

I. Family Enduro Meets

1. A Family Enduro Meet is designed to be open to all ages of riders from 4 years of age on up. Designed for families to ride together. Family Enduros will follow the Time Keeping format outlined under Enduro Meets. When public roads are used, all traffic laws, including speed, must be observed. Anyone who receives a citation for a moving violation will be disqualified.

a. ***The course length is between 20 to 40 miles. Sections may be ran multiple times in one event.***

b. ***A maximum of 18 miles per hour speed average will be used for Family Enduro Meets.***

c. ***All participants will be AMA members, including buddy class, the rider and passenger will be AMA members.***

d. ***Suggested Class list for Family Enduros. Your age on Jan. 1 determines the class that you will ride for the rest of the season.***

- ***Buddy – Buddy (passenger) must be positioned in front of the adult rider, must be able to support themselves. Must be able to properly wear required rider equipment. Helmet, goggles, motocross/offroad style boots, long sleeve pants and shirt, and chest protector. Can be less than 4 years of age if they can meet these requirements. Must ride with legal parent or guardian.***
- ***4-to-6 Years Old Class***
- ***7-to-8 Years Old Class***
- ***9-to-11 Years Old Class***
- ***12-to-13 Years Old Class***
- ***14-to-15 Years Old Class***

- ***Women's (11-15 Years Old) Class***
- ***Women's (16-29 Years Old) Class***
- ***Women's (30+ Years Old) Class***
- ***16-to-29 Years Old Class***
- ***30-to-39 Years Old Class***
- ***40-to-49 Years Old Class***
- ***50-to-59 Years Old Class***
- ***60+ Years Old Class***
- ***Vintage (Class V) – Must have two of these three features – dual shock, air cooled and/or drum brakes.***
- ***Exhibition Class (X) for those riders who want to be scored, but not interested in trophies or series points. This class is also available to riders who want to provide support for their family members and not compete for a trophy or series points.***

Notes:

SECTION 2.6
HARE AND HOUND MEETS

A. General

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.

2. 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. Mass start will be utilized. Start by class may be used in the case of land or permitting restrictions. Finish shall be determined by the order riders cross the finish line. Riders must compete their advertised class distance to be considered a finisher.

3. Course markings must be no more than 20 yards apart, except on straightaways, where markers must appear at least every 30 yards. Markers must be placed before and after corners.

4. 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.

5. Any number of checkpoints is set up where the rider must stop to have their number recorded. All checks are marked with a visible, 2-foot-square sign showing the number of the check. Checks open shortly after the start of the race and remain open until the follow-up crew arrives.

   a. A rider who misses a check will be disqualified.

   b. A disputed checkpoint will remain if at least 75 percent of the riders recorded at the next following check also were recorded at the contested check.

6. 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.

7. 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.

8. 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.

B. Desert Scrambles

1. A type of Hare and Hound meet with a course designed into a 20- to 50-mile loop raced multiple times with a central pit area location.

SECTION 2.7
HARE SCRAMBLES MEETS

A. General

1. 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 and Youth classes the length can be at the organizer's discretion. Arrows may be used to direct competitors on the proper route when the terrain doesn't clearly dictate direction.

2. 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.

3. The meet may run a designated number of laps or for a specified amount of time. The organizer, however, must specify the format in all advance advertising and at the riders meeting.

4. No combination of ATVs, minicycles or motorcycles may be run at the same time on the same course.

5. Gas checks aren't required.

6. Along with the checkpoint at the start/finish line, the organizer must use a roll check as a backup.

B. Starts

1. Starts may be live- or dead-engine starts at the organizer's option.

2. Each class should be started separately. Classes with fewer than five entries may start together but must be scored separately.

3. Mass starts may be used only when the starting area is large enough.

C. Scoring

1. If necessary, due to the length or layout of the course, observation checks may be set up to discourage course cutting. Experienced checkers, to avoid bottlenecks at checkpoints, should staff such checks.

2. Unless instructed otherwise by the referee, all riders must come to a stop at the scoring station. This should be stressed at the riders meeting.

3. Separate scoring lanes should be set up using barrels, banners, etc.

    a. By posting color-coded signs for class and displacement categories, riders can easily identify their proper scoring lane.

    b. Lanes should be set up so riders pull in to the right of the barrel or banner, with scorers on the left. This allows scorers to quickly and easily see and record the number on the left side of the rider's helmet.

4. A rider must finish the event to be eligible for awards and points. To finish, a rider needs to complete at least 50 percent as many laps as the winner of their class. It's not necessary to take the checkered flag to finish. If the class winner turns an odd number of laps, the total will be rounded down to determine finishers. Example: If the winner turns nine laps, all riders completing four or more laps will be scored.

5. Once the checkered flag is displayed, riders are given a reasonable amount of time to complete their final lap. The amount of time varies, depending on the length of the course, but that time must be: a) displayed in full view at rider registration, or b) on display or announced at the riders meeting, or c) announced at the start line prior to the start of each race.

6. Overall scoring is based on elapsed time from start to finish, with all eligible riders competing at the same time on the same course. A rider's finishing time is recorded to the nearest second.

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

D. Equipment

1. When conditions permit, organizers may run studded tire classes. Studded tire classes must conform to Section 3.6 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.

SECTION 2.8
SPRINT ENDURO MEETS

A. General

1. A Sprint Enduro is conducted on a closed course with at least two timed sections using various terrain including, but not limited to, woods, motocross, man-made obstacles, grass tracks, and other off-road terrain. Test sections will be ran multiple times. Each section will range from 2.5 miles to 15 miles in length. For the Peewee and Youth classes, the length of sections can be at the discretion of the organizer. Arrows may be used to direct competitors on the proper route when the terrain doesn't clearly dictate direction.

2. 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.

3. The meet will run a designated number of sections pre-determined by the start of the event. The total number of timed tests for the event is six to 12 tests weather permitting. The organizer, however, must specify the format in all advance advertising and at the riders meeting.

4. There is a time limitation to complete the required test section or tests, to be determined by the organizer and posted at riders meeting.

5. No combination of ATVs, Minicycles or Motorcycles may be run at the same time on the same course

6. Gas checks are not required.

7. Along with the checkpoint at the start and finish areas of each section, the organizer must use a manual backup book.

8. At the organizer's discretion, preview of the courses may be allowed by foot or bicycle (pedal assist is okay) traffic only. Pre-Riding the course is not permitted.

9. Shortened or split courses and/or varying the number of timed sections shall be allowed for the following: AA/A Riders, B Riders, and C/Specialty classes.

B. Starts

1. Starts of timed sections may be live or dead-engine starts at the organizer's discretion.

2. Start should consist of one to four riders every 15-60 seconds at a time at the organizer's discretion.

3. Key times will not be used for Spring Enduro starting times, however, the time the event will be starting must be posted.

C. Scoring

1. A rider's time for each times section will start when they cross a designated start area typically defined by electronic scoring read area. A rider's time will finish when they reach

the designated finish area typically defined by electronic scoring read area.

2. The total accumulated time of all timed sections will determine the winner with the lowest total time winning. All timed sections will count with no throwaways unless stated by the organizer.

3. A rider must finish the event to be eligible for awards and points. To finish, a rider needs to complete at least 50 percent of the timed sections as the winner of their class. If there is an odd number of timed sections, the total will be rounded down to determine finishers. Example if the winner does nine timed sections, all riders completing four or more timed sections will be scored.

4. Once the final timed section starts, riders are given a reasonable amount of time to complete their final timed section. The amount of time varies, depending on the length of the course, but that time must be: A) displayed in full view at the rider registration, or B) on display or announced at the riders meeting, or C) announced at the start of the final timed section.

5. Overall scoring is based on total time accumulated for riders competing at the same time on the same course. A rider's finishing time is recorded to the nearest second.

D. Equipment

1. When conditions permit, organizers may run studded tire classes. Studded tire classes must conform to Section 3.6 of the Ice Race rules or Trelleborg-type studded tires.

SECTION 2.9
GRAND PRIX MEETS

A. General

1. A Grand Prix event is held on a marked closed course that must contain a Motocross section, a natural terrain section and a grass track, graded, or asphalt section. It may run in a single moto or multiple moto format at referee's discretion.

2. Each loop will be a minimum of 2 miles and a maximum of 12 miles long. The race time shall be between 30 minutes and 2 hours.

3. The course will be sufficiently maintained throughout the event.

B. Start

1. Events will be start by class. Classes with less than 5 may be combined for starts and will be scored separately.

2. Start may be live or dead engine and may start with a green flag or green light.

C. Race Program

1. There may be a scheduled practice event prior to the start of each day of racing. No one except riders officially entered may ride or practice any portion of the course the day of the meet. If there is no scheduled practice, then anyone who lays out the course, marks it, or who in any way may have an unfair advantage through their involvement in organizing the meet, is prohibited from competing.

2. Youth and Pee Wee classes run a modified racecourse at the referee's discretion.

3. No combination of ATVs and motorcycles may be run at the same time.

D. Scoring

1. The checkered flag will be given to the overall leader when they have completed the designated number of laps or the designated time has expired.

2. Riders must complete 50 percent of their class leader's laps and take the checkered flag to be considered a finisher. If the leader completes an odd number of laps the total required is rounded down. Example: The leader turns nine laps, it will take four to be considered a finisher.

3. If multiple "Moto" Format is used the second moto finish will be considered the tie breaker

SECTION 2.10
HARD ENDURO MEETS

A. General

1. A ***Hard Enduro*** meet is any event that is comprised of obstacles which take a high level of technical skill to navigate. It must be comprised of a minimum of 50 percent natural, off-road terrain and may include man-made obstacles as well. The format and course should offer gradual levels of difficulty; beginning with a level suitable for all skill levels and increasing in challenge to cater to only the ability of top level or expert riders.

    a. Course may be marked with ribbon and arrows or may be GPS-based and relying on navigation. Extreme danger areas must be marked with signs and additional ribbon.

    b. If there is a provided map, it may not be given out until 1 hour prior to the start of the event.

    c. Course may not be ridden by a motorcycle of any kind, bicycle or walked prior to the event by any entrant or team member unless an official "practice" or viewing time is advertised. Doing so may result in disqualification.

    d. Riders may not deviate from marked or GPS course during the event.

    e. Direction of travel on racecourse may be reversed but only once course is clear.

    f. If transfer sections or neutral zones are utilized, direction of travel may be reversed at any time. Maximum speed limits must be posted and enforced.

    g. The entire course must be ridden by one representative of the host organization or club prior to the start of the event to ensure that all obstacles are passable by a motorcycle. May include mini-cycle or trials bike.

2. There must be a minimum of one emergency/safety check with medical supplies, water and radio communication along the course.

3. No combination of ATVs, minicycles or motorcycles may be run at the same time on the same course.

B. Start Procedure

1. Start procedure will be described within 30 minutes of the start of the event and will be detailed in provided rider's instructions for reference during the event.

2. Mass start, start-by-class or timed starts may be utilized.

3. Qualifiers may be used to determine main event start order.

4. Starts must be dead engine unless utilizing an official start gate.

C. Scoring

1. Scoring procedure will be described within 30 minutes of the start of the event and will be detailed in provided rider's instructions for reference during the event.

2. Event must be scored using digital scoring system with results export approved by the AMA.

3. A rider must finish the event to be eligible for awards or points. The finish requirement will be described within 30 minutes of the start of the event and will be detailed in provided rider's instructions for reference during the event.

    a. Your official score will be based on how many times you came through scoring, or how many official checkpoints you successfully make it to, not the distance you have completed on course.

    b. Referee will determine if you must finish a percentage of leader's laps or take the checkered flag prior to the event start.

    c. If percentage of laps is required to be considered a finish, the leader's total laps will be rounded down if an odd number. Example: If the winner turns nine laps and you must complete 50 percent to be a finisher, all riders completing four or more laps will be scored.

4. Once the checkered flag is displayed, riders are given a reasonable amount of time to complete their final lap. The amount of time will be announced prior to the start of the event.

5. Overall scoring is based on elapsed time from start to finish, with all eligible riders competing at the same time on the same course. A rider's finish time is recorded to the nearest second.

6. Accumulated scores may be used if multiple heats or motos are run.

D. Class Schedule

1. All Pro ***Hard Enduro*** classes are subject to advancement and will be considered an A rider in all AMA competition. All Non-Pro classes are considered Amateur ***Hard Enduro*** classes and are not subject to advancement.

2. All Pro-level riders must be pre-qualified, earn qualification (through heats or motos) or be designated an A/Expert level rider in AMA competition.

3. Amateur classes can be grouped as one overall class or split by local or additional class designation at the r eferee's discretion.

4. Teams may be considered an additional class at the event in either a side-by-side format or an alternating lap format.

5. Teams may participate side by side but must complete the same distance to constitute a finish.

6. Teams may alternate laps but may only pass the “baton” in a designated area. Referee may determine if the teams must switch each lap completing an equal distance or can switch at any lap completing any combination of the distance.

Notes:

SECTION 2.11
OBSERVED TRIALS MEETS

A. General

1. An Observed Trials is a test of balance and control on a motorcycle that emphasizes the rider's skill and ability to control the bike in a technically challenging off-road environment. The competition takes place on a course made up of a series of observed sections. Each section along the course contains obstacles to challenge the rider such as turns, hills, rocks and logs within the boundaries of the marked section. At each section an "observer" or course official judges the ride and assigns penalty marks for infractions such as "footing" for balance or other failures to successfully negotiate the obstacles in that section. Although the competition typically has a time limit, it isn't a test of speed.

B. Course Requirements

1. The course layout and marking are the responsibility of a person designated as the "Clerk of the Course" who may be assisted by other course marshals. The clerk should endeavor to establish a course that will be fun and challenging for all skill levels and doesn't have impossible obstacles or extreme hazards. It's especially important that beginner or novice riders enjoy a competition that isn't excessively difficult or discouraging.

2. The Loop: The "loop" or trail, which composes the course's connecting sections, must be clearly marked and riders must follow the course in a single direction. There must be no riding backwards on the loop.

3. The Sections: Each observed section must be marked by a pair of each "Section Start" and "Section End" signs that clearly delineate a gate comprising the beginning and end of the section. Each gate has a minimum width of 4 feet.

4. Section Boundaries: Each section shall be bounded by natural obstacles and strong, easily visible waterproof tape (such as surveyor's tape) securely fastened to stakes or trees. The tape should be at a minimum height of 4 inches and a maximum height of 12 inches.

5. Class Gates: Interior gates within the section may be marked to reduce the width of a section or to define the different routes for riders competing at different skill levels. Each gate has a minimum width of 4 feet. A rider must pass through the gates of their class in the marked direction only. If a rider passes in either direction, between the gates of another class, it will be considered a failure.

6. The checking official at each observed section must be stationed so that the entire section is plainly visible. If the character of the section is such that more than one checker is required, penalties will be called to the checker at the finish of the section. At the finish of the section, the rider shall acknowledge his score or be otherwise responsible.

7. Riding the Course: The number of observed sections and the number of laps are announced before the meet begins. If a time limit is to be enforced, this must be announced, and the penalties associated with failure to finish on time must be indicated. Riders must ride the sections in numerical order, and a section may be attempted just once per lap. Riders are responsible for their own scorecard and must carry their scorecard and present it to the section observer for marking at the completion of their ride in that section. Any sections not marked on the scorecard are considered missed sections. If the missed sections exceed 10 percent of the designated rides, the rider will be considered a non-finisher. In some trials, the clerk of the course may designate a "shotgun start" in which riders in different classes start at different sections in order to spread out the riders at the start.

8. Section Inspection and Practice: Riders may inspect the sections by walking the section prior to riding but may not practice in the sections and may not alter the section by moving rocks or other obstacles.

C. Motorcycle Requirements

1. Motorcycle: The motorcycle may typically be of any engine displacement, except in youth or specially designated classes where the engine size may be limited. The motorcycle must be rear wheel drive only and be equipped with a working engine kill switch, working brakes, ball ends on all handlebar-mounted levers, and a number plate designating the rider's class in 3-inch minimum letters. As an alternative to a number plate, rider bibs or other systems may be used to identify the rider's class to the section observers.

2. ***Tires: The motorcycle must be equipped with trials type tires that meet FIM specifications***.

3. Trailbike class: An exception may be made for tires in a specially designated "trailbike" class, which may be included as an entry-level class for non-trials motorcycles.

D. Scoring

1. The scoring method outlined below is the standard method of scoring used in AMA-sanctioned trials and is consistent with the scoring rules used in the national and World Championship events, although simplified to eliminate time limits in the section and other requirements specifically associated with high levels of competition. Supplemental rules specifically for the national championship are available at www.americanmotorcyclist.com > Racing.

2. Sections and Observers: The rider will be scored only within the observed sections. Scoring begins when the rider's front axle passes through the start gate and ends when the front axle passes through the end gate. The rider must have a number plate clearly indicating the class to be ridden within the section or announce to the observer the class to be ridden. The rider must enter the section only after receiving a signal from the observer. The observer shall show a raised, balled fist and announce "rider" in a loud voice to authorize a rider to enter the section. A rider may choose not to attempt a section and have the observer mark their scorecard with five points corresponding to a failure.

   a. Section Penalties: Penalties are assessed by the observer in each section as follows:

Error	Point Loss
None (clean section)	0
1 dab	1
2 dabs	2
3 or more dabs (footing)	3
Failure	5
Failure to report to a checker	10

   b. Definition of a Fault: A fault is defined as each contact of any part of the rider or their machine (with the exception of the tires, footrest, and engine skid plate) with the ground or an obstacle (tree, rock, etc.). Contact of a foot with the ground is often referred to as "footing."

      1. Clean Section: No error incurring any points lost
      2. Dab: Any intentional contact between the rider's foot (or any other part of the body) and supporting surface
      3. Footing: More than two (2) dabs, dragging a foot or paddling with both feet

   c. Definition of a Failure: A failure is defined by one of the following:

      1. The machine is moving backwards.
      2. The machine touches the ground with either tire outside a boundary.
      3. ***Any displacement, breaking, or knocking down of markers by direct contact of the motorcycle or Rider requiring that the marker be reset to its original position. Touching a boundary is not a failure.***
      4. The rider dismounts from the machine and has both feet on the ground on the same side or behind the axle of the back wheel of the machine.
      5. The rider removes their hand from the handlebar and uses their hand to reposition the motorcycle or perform mechanical adjustments to the

motorcycle when footing while stationary.

6. The rider receives outside assistance.

7. The engine stops while the machine is without forward motion and the rider is leaning or footing or any part of the machine, with the exception of the tires, touches the ground.

8. The handlebar of the motorcycle touches the ground, ***and the motorcycle is more than 45-degrees from vertical.***

9. The motorcycle does a complete loop, crossing its own track with both wheels.

10. ***The Rider fails to pass through all the gates for the Rider's class.***

d. Additional Penalties:

1. Missing a section: 10 points.

2. Unsportsmanlike conduct: 25 points.

e. Obstruction or Balk: If, while riding a section, a rider is hindered by the presence of another person standing in the section, the rider may request that the observer permit a re-ride of the section. Any penalties incurred prior to the hindrance are retained.

f. Protests: A rider may protest a score in a section by making a specific protest in writing to the clerk of the course within 10 minutes after the end of the event. The clerk of the course will decide on the merits of the protest after conferring with the observer in question. A rider may not protest another rider's score. Decisions of the clerk of the course are final.

g. Overall Scoring and Ties: In each class, the order of finish is determined by the low score. In the event of ties, the rider with the lowest score on observation (independent of any time penalties, if those are used) will prevail. If the riders are tied on observation, the rider with the most cleans will prevail, and if still tied then the rider prevails who has most ones, twos, or threes, in succession. If riders are tied on all points, then the rider prevails who rode farthest into the trial before the first one, or two, three, etc. If still tied on all points, the clerk of the course will organize a "ride-off" in which a special section is designated and the riders ride one time each in turn, repeating the process until one rider has a lower score. A coin flip will be used to determine which rider goes first in the ride-off.

h. Alternative Scoring: Some clubs may choose to utilize an alternative scoring system at some events. Alternative scoring rules should be announced and clearly explained prior to the competition. Some examples are:

1. No-stop rules: This system is often used with vintage trials or classic "English" Trials and requires that the machine maintains constant forward motion without stopping, under penalty of failure.

2. Indoor rules: This system is popular with "indoor" or stadium trials that include manmade obstacles of various types such as pipes, timber structures, inverted dumpsters, car bodies, teeter-totter planks, etc. Typical indoor rules allow the rider to move the machine backwards. The rider may also be required to ride several sections continuously with additional penalties for exceeding a specific time limit. Indoor stadium Trials sometimes include a side-by-side race over a series of obstacles with the loser receiving additional penalty points.

3. Gate Trials: This system incorporates a series of gates within each section with points associated with each gate. Gates with more difficult obstacles are given a greater point value. The object is to ride the section clean (no faults or failures) while passing through as many gates as the rider is capable of riding. No gate is required for passage—all are optional. The rider accumulates points for all the gates successfully attempted in each section, so long as the section is ridden cleanly from start to end. Any fault or failure within the section results in 0 points for the rider in that section. This system also works well as a team competition, with riders in each team accumulating points for the team with successful rides.

E. Rider Classification Guidelines for AMA-Sanctioned Trials Events

1. ***Each AMA-sanctioned club may organize a trial competition using local rules and class structures. To promote consistency across the U.S., the following rider skill levels, class names, and section marker colors are highly recommended:***

   - ***Pro/Champ Class – Course Markers: Black***

     Key Skills: Elite-level control, advanced line reading, and obstacle execution.

   - ***Expert Class – Course Markers: Red***

     Key Skills: Hopping, wheelie drops, climbing undercut ledges, dynamic balance.

   - ***Expert Sportsman Class – Course Markers: Blue***

     Key Skills: Moderate hopping, tight technical lines, intermediate ledge and log work.

   - ***Sportsman Class – Course Markers: White***

     Key Skills: Off-camber turns, moderate climbs, precise line selection, basic log unweighting.

   - ***Clubman Class – Course Marker: Green***

     Key Skills: Moderate hills, small rock steps, tighter turns, basic body position control.

   - ***Novice Class – Course Marker: Orange***

     Key Skills: Navigates small logs, rocks, gentle slopes, basic turns.

- ***Beginner Class – Course Markers: Yellow***

  Key Skills: Simple straight lines, wide turns, gradual terrain features.

b. Other Classifications: Some clubs may include classes specifically for riders of a certain minimum age, or for vintage machines of a certain period.

c. Annual Club Championship Series: To promote a season-long club championship, it's common to have a series of competitions with championship points accumulated in each rider class. The points system outlined below is consistent with the national series for support classes and is recommended for AMA club championships:

Ranking of riders for the club championship series per class is determined by summing the championship points of each rider from the events over the club championship season. It is recommended that all classes are ranked and awarded championship points by scoring all trial events in a three-trial or less series. In a series containing four or more events, ranking and awarding of championship points will occur after throwing out the worst event of each competitor from the total number of events. The number of "throw out" rounds is up to the club's discretion.

Championship points are awarded as follows:

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

d. Club Work Rules: It is recommended that clubs include some means of encouraging club members to host events or to work as observers at select events to help promote events. This not only helps clubs to have well-organized events, but also helps to encourage club members to participate in the organization and activities of the club. It may be required that each rider competing in the championship series help to organize and observe at least one or more event during the season. Some clubs use a system of awarding bonus points as an incentive for members to observe competition events.

e. Alternative Systems for Observing and Event Organization: Many small clubs or local groups have alternative methods for organizing a competition and observing.

1. Morning/Afternoon riding: Some clubs break up the groups into morning and afternoon sessions, with

some rider classes observing in the morning and riding in the afternoon and vice versa.

2. Group scoring: Some clubs may break into traveling groups of one or more riding classes who ride together with an individual observer accompanying the group to score all the riders in the group.

3. Peer scoring: Small clubs may ride in one or more groups, with the riders of each group scoring each other.

f. Non-competitive Trials Meets: Motorcycle trials offers a great opportunity for non-competitive events to include riding for fun, practice and social activities. A trials "fun ride" may include designated practice areas with participants offering coaching in riding techniques and practice in specific skills areas. Adventure rides can also be organized, as trials motorcycles are particularly suited to exploring trails in steep, rocky or very technical terrain, and trials tires are easy on the land.

Notes:

SECTION 2.12
VINTAGE HARE SCRAMBLES MEETS

A. Equipment

1. Like Design: frames, swing arms, forks, engine mounting points, and suspension mounting points must be of period design and materials. Cosmetic differences are allowed as well as minor component differences so long as there are no performance advantages. Any design not clearly documented as period design must be submitted for written approval by AMA Racing at least 30 days prior to competition.

2. Like Design does not apply to minicycles and must be manufactured within the stated years of each division.

B. Classes

1. Vintage classes will include machines originally sold as of 1974 and older (and like design) models. Forks, engine and suspension points must not be changed. Swingarms may be changed so long as real wheel travel requirements are met. Only internal modification allowed on Engine and Forks. Shocks may be changed. Vintage classes will include bikes with 7 inches or less front wheel travel and 4 inches or less rear travel.

   a. Vintage classes:

Class	Engine Size
1	86cc-200cc
2	201cc-250cc
3	251cc-Open
4	Vet 30+ Open
5	Senior 40+ Open
6	Super Senior 50+
7	Masters 60+ Open
8	Women's Open
9	Novice Open

2. Post-Vintage classes will include machines originally sold as 1982 and older (and like design) models. Classes may be broken by technology-based divisions, evolution, and will be listed as such.

   a. Post Vintage classes:

Class	Engine Size
1	86cc-200cc
2	201cc-250cc
3	251cc-Open
4	Vet 30+ Open
5	Senior 40+ Open
6	Super Senior 50+
7	Masters 60+ Open
8	Women's Open
9	Novice Open

b. Evolution classes will include machines originally sold as 1976 and older (and like design) models. Evolution classes will include bikes with a max of 9 inches of travel for the front and rear. No water cooling.

c. Evolution 1 classes will include machines originally sold as of 1979 and older (and like design) models. Evolution 1 classes will include bikes with a max of 9 inches of travel for the front and rear. No water cooling.

d. Evolution 2 classes will include motorcycles with no linkage type rear suspension, no water cooling, and no disc brakes. There are no suspension travel limitations.

e. Evolution 3 classes will include motorcycles produced with water cooling and have linkage type rear suspension, but they cannot have disc brakes or any power valve type mechanism built directly into the engine. Yamaha's YZ 1982- 1984 are the only eligible motorcycles allowed to use a power valve mechanism.

3. Non-Current classes will include machines originally sold as 1998 and older (and like design) models. Classic Non-Current will include motorcycles originally sold as 1990 and older (and like design) models.

4. The following classes will be recognized as Modern classes:

Class	Engine Size
1	86cc-200cc
2	201cc-Open
3	Women's Open
4	Novice Open

5. Novice classes will include all beginner level riders on any eligible motorcycle within the Vintage, Post Vintage and Modern classes.

6. Hare Scrambles starts will be with the engine running, transmission in neutral and clutch hand on helmet.

SECTION 2.13
VINTAGE OBSERVED TRIALS MEETS

A. General

An Observed Trials is a meet conducted over a course including natural hazards such as mud, rocks, water, etc., and consists of any number of observed sections that must be clearly marked to a width of not less than 3 ½ feet. Wherever possible, it is suggested that natural boundaries, such as tree rows or creek bed banks, be used rather than tapes. Marker flags may be used to designate "gates" through which the riders must pass. The object of this contest is for the rider to conduct their machine through the various sections in their proper order, while incurring the minimum loss of points.

B. Course Requirements

1. The course must neither contain impossible turns, ascents or descents, nor be too hazardous.

2. No section shall be included in the Trial that has not been test-ridden a minimum of three times by either the Referee or a designee to determine that deterioration or weather changes will not render the section dangerous to rider or machine.

3. Each observed section must have "Section Start" and "Section End" signs in their respective positions. There shall also be a section number at the beginning of each section on or next to one of the markers. These markers should be placed at least 4 feet apart and square to the path of the section where practical. Outside boundaries are to be marked with red ribbon on the right and blue ribbon on the left. If the entire outer boundary of the section is completely marked with ribbon, then any color ribbon may be used. Split marking or ribbon within the section should be yellow or a color different than the outer boundaries.

4. The number of observed sections and number of laps must be announced before the start of the meet. No observed section may be deleted until each competitor has had a try at the section or no scores will be recorded for that section. No section may be closed, altered or deleted without the express consent of the course marshal (referee).

5. The checking official at each observed section must be stationed so that the entire section is plainly visible. If the character of the section is such that more than one checker is required, penalties will be called to the checker at the finish of the section. At the finish of the section, the rider shall acknowledge their score or be otherwise responsible.

6. Scoring shall start when the front axle passes the start markers and shall end when the front axle passes the finish markers (front axle in; front axle out).

7. Sections are to be separately numbered and riders are instructed to ride them in that designated order only. No observed section may be ridden more than once per lap of the course. Competitors will ride only their designated sections. Practice in any of the sections before or during the event is strictly prohibited and will result in disqualification. Sections may be inspected on foot prior to riding. No rider may alter the course while walking the section, such as moving rocks, making a path with feet, hands, etc.

C. Equipment and Classification

1. All motorcycles are required to be fitted with adequate mufflers or silencers and U.S. Forest Service-approved spark arresters, as required at certain events.

2. A number plate bearing the rider's designated line is required and must be fitted to the front of the motorcycle. The letter must be at least 3 inches high.

3. Events are to be run with regard to classes as specified in Section 4 of these supplemental rules. Riders may be further divided according to ability: Expert, Intermediate, Clubman and Novice.

4. All motorcycles must use a trials universal-type tire.

D. Classes and Ability Level

All motorcycles entered into any class below, other than the Modern class, must have an air cooled engine, and drum style brakes on front and rear wheels, and except for the Hardtail, Mono, and Modern classes, must have twin shocks providing suspension in the rear

1. Vintage Hardtail: Any non-swingarm motorcycle.

2. Vintage: 1968 and older motorcycle. This class includes Pre 1973 British and European four-stroke machines.

Class	Engine Size
Vintage Lights	0 to 299cc
Vintage Open	300cc and larger

3. Vintage Old School: This class will include machines made from 1972 and older, excluding the Spanish five-speed machines which fit in the Vintage Factory class.

4. Vintage Factory: All OEM trails motorcycles model year 1979 and older.

   a. Vintage Factory Youth: Riders AMA age 6 to 12 years of age. Maximum 80cc, air-cooled, drum brakes, twin shock.

5. Twin Shock: All OEM trials motorcycles model year 1980 and newer.

6. Mono: All OEM trials motorcycles originally manufactured with a monoshock rear suspension.

7. Modern: Any modern motorcycle.

8. Novice: All novice skill level riders, riding Vintage Hardtail, Vintage, Vintage Old School, Vintage Factory, Twin Shock and Modern class motorcycles.

Lines by Class/Ability Level

Class	Expert	Intermediate	Clubman
Vintage Hardtail	C	D	
Vintage Open	C	D	
Vintage Lights	B	C	D
Vintage Old School	A	B	C
Vintage Factory	A	B	C
Twin Shock	A	B	C
Mono	A	B	C
Modern	A	B	C
Novice	D		

Lines (most difficult to less difficult) A, B, C & D

E. Scoring

1. Scoring will be based on points lost (marks) system listed below:

Error	Point Loss (Marks)
None (clean section)	0
1 dab	1
2 dabs	2
3 or more dabs (footing)	3
Failure	5
Failure to report to a checker	10

2. Definitions

   a. Clean Section: No error incurring any point loss

   b. Dab: Any intentional contact between the rider's foot (or any other part of the body) and supporting surface or object.

   c. Footing: More than two (2) dabs, dragging a foot or padding with both feet.

   d. Failure:

      (1) Out of bounds: Competitors may ride where they choose, where boundaries are not marked or stated, but may not cross their own tracks except where required or permitted by the trials master (referee).

      (2) Stop: A complete, unquestionable loss of forward motion.

      (3) Displacement of markers: Any disturbance of markers requiring that they be reset.

      (4) Dismounting: Both feet on same side of or behind the motorcycle.

      (5) Section not attempted: Failing to ride the section or not riding the section in the proper sequence.

3. All blank or unmarked spaces on the scorecard for designated sections will be considered a non-attempt. It is the responsibility of the rider to see that their scorecard is complete or duly marked and turned in on time.

4. A rider shall be penalized only for that error committed that carries the greatest number of penalty points. Penalties in any given observed section shall not be cumulative, except for the first three dabs.

5. In case of tie scores, the competitor with the most cleans will be declared the winner. If there is still a tie, the one with the most firsts will be declared the winner; and so on (seconds, thirds, fourths, etc.). If the scores are still tied, the rider who took their first point last is the winner. If the first point taken is the same section for both riders, the older competitor is declared the winner.

6. An event time limit will be specified at the riders' meeting prior to the start of the event. The time limit is usually 4 to 5 hours, based upon the number of riders and section difficulty. The time limit, once set, will not be changed once the event starts. At the specified event ending time only riders waiting to ride a section may ride the section, after which the section will close and no other riders will be scored on that section.

7. Riders will receive a score of five (5) for all un-ridden sections, if at least 25 percent of sections have been attempted. A rider's score card must be turned in at the lap check by the time the Clerk of the Course has completed a last check of the loop. The Clerk of the Course will collect score cards from any riders on the course and turn them in at the lap check.

Notes:

Notes:

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Questions regarding the Track Racing section of the rulebook should be directed to trackracing@ama-cycle.org.

SECTION 3.1
TRACK RACING RIDERS AND ELIGIBILITY

Special Note: Participants are solely responsible for their safety.

A. General

1. All riders in AMA-sanctioned competition are required to be AMA members or have an AMA-issued event pass. AMA associate members cannot participate in AMA- sanctioned competition.

2. Recognized district organizations and competition partners may require an additional membership in AMA-sanctioned meets they manage.

3. The AMA does not require that a recognized district partner recognize the memberships offered from other recognized districts or competition partners. Any such arrangements shall be by mutual agreement between affected organizations.

4. Entry fees can be altered at the organizer's discretion for riders without specific series or event memberships.

5. AMA-chartered clubs or organizers may collect a contestant's AMA membership card when they sign in and return the card at the end of the meet.

6. Age Limitations

   a. With the exception of youth competition, the age of the rider is determined as the date of the event.

   b. Unless stated otherwise in Section 3.3, in all events, a rider must be at least 12 years old to ride a motorcycle above 86cc displacement.

   c. Riders must be at least 14 years old to ride motorcycles above 250cc displacement.

   d. Riders must be at least 17 years old to ride twin-cylinder motorcycles.

   e. See ATV Section 3.4 for ATV age limitations.

   f. Drivers and passengers of sidecar machines at Flat Track, Ice Race and Speedway meets must be at least 16 years of age.

7. Standard meets are open to all qualified AMA members in good standing. Gender will be determined by the original birth certificate ***or certified copy***. A person whose gender identity does not match their original birth certificate ***(issued at birth)*** should contact the AMA for eligibility.

8. Recognized, non-recognized districts, competition partners, organizers or series that require supplementary regulations must submit any supplementary regulations to the AMA for approval prior to the first event of the year. Failure to do so may result in permanent loss of sanction. Supplemental rules must include any class structure not included in the AMA Rulebook and won't include district or series information and district policies. Supplemental regulations must be submitted for approval for any deviation from the AMA regulations.

9. At any meet, only class A riders (the highest rider classification) may compete for cash prizes. Any rider receiving a cash prize will be considered an A rider. Contingency is not considered a cash prize.

10. No rider under the legal age of majority in the state in which the meet takes place may compete without the written consent (signature on liability releases and entry forms) of the rider's 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 that they are responsible for is at the meet.

11. All race personnel, officials, riders, mechanics, photographers and anyone associated with riders must not consume or be under the influence of intoxicants or drugs that could affect their normal mental or physical ability. Failure to comply may result in disqualification of the rider and/or a fine. 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.

12. Riders and/or family and pit crew who direct foul and abusive language to an official of the sponsoring club, organizer, AMA official or district official are subject to disqualification for the entire meet.

13. Each rider is responsible for the actions of their family and pit crew, and any detrimental action by these individuals puts the rider at risk of disqualification.

14. All riders and other race personnel must assess for themselves the track, facilities, existing conditions and other matters relating to safety. The AMA can't and doesn't 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.

15. All riders and motorcycles participating in any AMA Amateur-sanctioned meet will comply with the Amateur Rule Book.

16. The rider must be able to control their motorcycle or ATV at all times, and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting, and putting one or both feet on the ground. The referee has the authority to disqualify a rider who can't safely control their motorcycle.

17. The minimum age for competition is no younger than 4. The referee or designated race official may ask for any rider's proof of age. Proof of age must be available at all meets or the rider may be subject to disqualification. Acceptable proof of age is considered to be: birth certificate, driver's license, passport, or state-issued ID card.

B. Riders and Classifications

1. Riders are responsible to enter only classes in which they are eligible. See Chapter 4 for the penalty.

2. The AMA does not classify racers for Flat Track, TT, or Ice Race competition at the National level. Racer classification is established at the recognized district level on the basis of participation and achievement in competition. All recognized district organizations and competition partners are empowered and encouraged to implement a Racer Advancement System. Rider classification shall be as follows:

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

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

4. If a rider believes that they are not capable of competing as the higher-class rider, they may appeal (once per district season) in writing to their 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 who won't 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't move back a class automatically or without AMA or district permission.

d. Failure to comply will result in suspension or other disciplinary action.

5. Riders between the ages of 12 and 14 riding the B class shall not be forced into the A class, regardless of how many B races or advancement points they have. Riders in this age group may advance based on their own ability/competence.

6. ATV & motorcycle rider classifications are not considered the same. Riders must achieve their classification in each separately.

7. “A” riders shall not compete in “B” or “C” classes. “B” riders shall not compete in “A” or “C” classes. “C” riders shall not compete in “A” or “B” classes. However, “A” and “B” riders may compete in “A/B” classes, and “B” and “C” riders may compete in “B/C” classes.

C. Entries

1. Contestants must sign all entry blanks in ink. An organizer may refuse the entry of a rider who hasn't made arrangements to pay medical bills or ambulance bills incurred as a result of injuries at a previous meet sponsored by that organizer.

2. Organizers may establish advanced entry closing dates. Organizers may establish post entries with higher entry fees. In any case, the conditions of entry must appear in all advertisements.

3. Entrants may be removed from a meet for breaking any rules of conduct. Organizers and districts can't issue suspension of AMA competition privileges.

4. Duplicate Entries

   a. Multiple racers may use the same machine on the same day, provided that the machine is not entered more than once in any class, and that the machine and rider meet the requirements of each class.

   b. A racer may use the same machine in multiple classes, provided that the machine and rider meet the requirements of each class.

5. A rider must actually start an event to be considered a participant.

D. Youth Riders and Eligibility

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

1. Youth General

   a. To compete in a youth meet, an AMA member shall be no younger than 4 and no older than 16.

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

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

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

   c. The rider must be large enough and mature enough to control their machine at all times, and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting and putting one or both feet on the ground. The referee has the authority to disqualify a rider who can't safely control their motorcycle/minicycle. Training wheels are not allowed.

   d. A rider's age on Jan. 1 will determine their age for remainder of the year. A rider may move to the next higher age group within a youth displacement class only if they will be eligible to do so at any time during the year and they meet the minimum age requirement for that displacement on the day of the meet. Once a rider moves to the next higher age group within a youth displacement class in AMA or non-AMA competition, they may not move back to the lower age group. Riders are encouraged to determine at the beginning of the points season/year the age group they will participate in for the points season/year. Points earned in a lower age group won't transfer to the higher age group.

2. Youth Entries

   a. No youth rider shall ride as more than one age during any meet. (For example, a rider is either 11 years old or 12 years old during the meet.).

Notes:

SECTION 3.2
TRACK RACING 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. Equipment Definitions

Note: Applies to all Track Racing disciplines

1. Motorcycle – A motorcycle is defined as a two-wheeled vehicle propelled solely by a combustion engine.

    a. Motorcycles must meet all of the requirements of a motorcycle with the exception of those specific to electric motorcycles listed in this section

2. Electric Motorcycles – A Class 4 Electric Motorcycle is defined as a two-wheeled vehicle with an electric drive system activated with a throttle, propelled solely by a motor powered by stored electricity from a battery pack.

    a. Electric motorcycles must meet all of the requirements of a motorcycle and those specific to electric motorcycles listed in this section

3. Electric Bicycles – A Class 1 Electric Bicycle is defined as a low-speed pedal-assisted two-wheeled vehicle. It is equipped with a motor powered by stored electricity from a battery pack that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches a speed of 20 mph and is limited to a max of 750w.

    a. Electric bicycles will be governed by supplemental event and technical rules as published by the AMA until such time as a comprehensive rules section can be added to the AMA Rulebook.

B. General Equipment Standards

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

1. Engines (Modified Classes)

    a. Motorcycles must use the crankcases of the production motorcycle engine. The use of sleeving, stroking or boring to change displacement classes is allowed.

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

    c. The frame used by a rider to qualify may not be changed, though engines may be.

d. Superchargers are prohibited.

e. The displacement of the motorcycle or minicycle may not exceed the class limit. Piston displacement specifications depend on the type of meet.

f. Piston displacement shall be measured using the following formula, where bore and stroke are measured in millimeters, and volume is calculated in cubic centimeters:

Volume = 0.7854 * bore * bore * stroke / 1000 * # of cylinders

2. All combustion engine motorcycles must use petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814. All gas must be stored in approved containers.

3. Electric Motorcycles

   a. Electric motorcycle is a two-wheeled vehicle electric powered and propelled solely by stored electricity (battery/accumulator), without the use of petroleum- based fuels. Racing eligibility will be determined through approved supplemental rules.

4. 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. Starting systems may be removed, including kick lever, pedal, starter crank gear and starter shaft. Kick pedals must be of the folding type.

   e. There are no limitations on gearing.

   f. Only single-speed (fixed) gearing is permitted on electric motorcycles.

   g. Full gearboxes are not required in Hillclimb meets.

5. Drain Plugs

   a. All crankcase and transmission drain plugs shall be safety wired.

6. Brakes

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

   b. Motorcycles (excluding Hillclimb, Speedway, brake-less Flat Track and brake-less Ice Oval) in all AMA Racing competition must be equipped with an adequate and operating rear- wheel brake.

c. A brake or braking device doesn't mean a compression release, although compression releases may be installed in addition to brakes.

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

e. Special pedals must be rubber-covered.

f. Brake ventilation is permitted.

g. Road Race

(1) Motorcycles in road race competition must be equipped with adequate, operating front and rear brakes.

(2) A sidecar brake is optional in road racing.

h. Hillclimb

(1) For Hillclimb meets, a braking device for the front wheel must be installed.

i. Flat Track and Ice Race

(1) Front-wheel brakes are prohibited in short track, half mile and mile flat track and ice oval events.

(2) Motorcycles in TT and Ice GP competition must be equipped with adequate and operating front-wheel and rear-wheel brakes.

j. Motorcycles in road race competition must be equipped with adequate, operating front and rear brakes. In TT scrambles competition, motorcycles must be equipped with a front brake in addition to a rear brake. For Hillclimb meets, a braking device for the front wheel must be installed.

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

l. A sidecar brake is optional in road racing.

7. Wheels and Axles

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

b. For sidecar road racing, the minimum wheel size 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 motorcycle competition.

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

8. Frame

a. Frame parts must be manufactured in a safe and workmanlike manner, and any frame modifications also must be done in a workmanlike manner.

b. Titanium frames aren't allowed.

c. Safety bars and stands must be removed.

d. Footrests and levers

(1) All footrests must fold back at a 45-degree angle for at least 50 degrees of movement.

(2) Footrests must have a non-skid surface (knurled, serrated, rubber covered, etc.)

(3) The length of the footrest pivot point to the frame, engine or transmission must not exceed 2 inches and may not be lower than the crankcase or frame, whichever is lower.

e. ***With referee approval, riders may change bikes for the main event, or a race restart, but the new machine must be eligible for the class originally entered, and the rider must start from the penalty line***

f. 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 Flat Track, 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 measured from the center of the tread on the rear wheel of the motorcycle to the outside of the sidecar. In Flat 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 1 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 5 inches from the gas tank.

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

(a) Buddy seat equipment shall consist of an adequate seat, footrest and handholds.

9. Handlebars and Controls

a. Handlebars must be made of steel, aluminum, titanium, or another material approved by AMA Racing. Repaired, cracked or broken handlebars are prohibited. Handlebar mounts may be altered.

b. Control levers must have ball ends at least a half inch in diameter.

c. All motorcycles must be equipped with a functional mechanical kill device (such as a compression release) or ignition cut-off switch mounted on the handlebar and able to be reached without taking one's hand from a handgrip.

d. Motorcycles must be fitted with a self-closing throttle.

10. Forks

a. Forks must be adequate in strength and size for the motorcycle and its use.

b. Fender brackets may be removed.

c. If forks are moved up in the triple clamps and protrude more than 1 inch (including air stem if so equipped) above the lowest portion of the handlebars, then a protection device must be fitted over them.

d. A steering damper may be fitted in all types of competition, including Production classes.

11. Gas Tanks

a. Except for motorcycles used in Hillclimb and speedway, gas tank capacity must be between 5 liters (1.32 gallons) and 24 liters (6.34 gallons). 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.

12. 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 Flat Track, short track, TT, Hillclimb or ice race.

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

13. 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 isn't required.

14. 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. Sound Limits and Testing Procedures are located in Appendix 5.2.

15. Tires

    a. The tread pattern of tires in TT, short track, Flat Track, Hillclimb and non-studded ice racing may be re-grooved 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.

    d. No paddle tires may be used for Hillclimb.

    e. No liquid may be used as tire filler.

    f. In Flat Track racing, knobby tires are at the option of the organizer and must be advertised in advance.

16. Number Plates

    a. When number plates are required, a motorcycle must be equipped with three plates of uniform size, shape and color. Minimum dimensions are 7-1/8-inches high and 10-1/4-inches wide with four corners cut off at a radius of 1 inch. Metal plates must not be less than .045-inches thick, or .030-inches if beaded for added stiffness. For fiberglass or ABS plastic, the minimum thickness is 1/16th inch. All other materials are prohibited.

    b. The racer is held responsible for ensuring that their number plates are legible to the scorers. Failure to provide easy-to-read number plates may result in that bike not being scored for the event.

    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).

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

    e. AMA National Numbers will take precedence in all events and will be designated by a capital letter N after the number that must be at least 3 inches tall.

17. Use of electronic communication with the rider or use of a portable electronic device of any kind (i.e. digital music device) that would be considered a distraction while on the motorcycle during the meet is prohibited.

18. Fluid Containment

    a. All liquid-cooled engines shall have a radiator vent hose routed to a heat-resistant catch can of at least 250cc capacity.

    b. Any machine that leaks any fluid should not be permitted onto the track.

    c. Any machine that begins leaking fluid once an event is in process should be removed from the track as quickly and as safely as possible.

19. Electric Motorcycle
    Note: Applies to all Track Racing disciplines

    a. Unless superseded, electric motorcycles shall adhere to ISO13063 Voltage Class A requirements as self-certified by the OEM.

    b. A master on switch is required that enables electronics of the motorcycle to be turned on. This is analogous comparable to a key switch function.

    c. A manual propulsion disable switch is required such that when active, no active rotation of the motor or power unit is possible.

    d. The electric motorcycle shall have automatic propulsion disable features under the following conditions:

        1. Tilt — Electric motorcycle tilted beyond a point from vertical not normal for competition for greater than 5 seconds.

            a. An original equipment tether type mechanical kill device attached to the motorcycle and the rider so that propulsion is disabled at any time when the rider becomes separated from the motorcycle is acceptable in place of a tilt device.

        2. Battery Fault — Unsafe operating condition of battery identified by BMS or loss of communication with BMS for greater than 5 seconds.

        3. Timeout — No throttle commanded for greater than 60 seconds.

    e. Throttle control shall use a redundant, non-contact sensing technology. Redundant signals shall be opposing direction and both required for throttle/motor control to be active.

    f. Throttle control has a means for diagnostics where the current position is displayed.

g. The vehicle shall have a system status LED. When illuminated, the LED indicates that propulsion is active and using the throttle will spin the motor. The status LED is to be located on the front of the bike and visible to rider and officials facing the bike. LED shall be visible to a standing person when the electric motorcycle is laid down on its side.

h. Battery Pack

1. One main battery pack is allowed.

2. Main pack may be removable to allow for charging or swapping of a discharged battery pack for a charged battery pack.

3. Cells comprising main battery pack are of Lithium-Ion chemistry of LiNiMnCo (NMC) type.

4. An auxiliary battery pack may be used in support of an independent 12V power for motorcycle electronics. Auxiliary battery may not aid in propulsion of the motorcycle. It may be lead acid, AGM, or Lithium-Ionchemistries.

5. A Battery Monitoring System (BMS) must be incorporated into the main battery pack as a means to prevent damage to the battery pack.

6. The maximum voltage output of the main battery pack is 60V DC.

7. Voltage of the battery pack is determined as follows:

   • Pack Voltage = Nominal Cell Voltage X Number of Cells in Series.

8. The capacity of the battery pack is determined as follows:

   • Pack Capacity = Cell Rated 1C Discharge Capacity at 20 deg C X Number of Cells in Parallel.

9. The energy rating of the battery pack is determined as follows:

   • Pack Energy = Pack Voltage X Pack Capacity.

10. The main battery pack shall display a rating label showing Pack Voltage in Volts, Pack Energy in kWh, serial number, and OEM branding. Rating label must be visible when installed in motorcycle. Access to view label shall require no tools.

11. The main battery pack must be certified to UN 38.3 standards and contain a UN3840 compliant label.

12. The main battery pack must be manufactured in a way not to allow tampering or modification of the original design.

i. Motors

1. A single electric motor is allowed for propulsion. Motor must power the rear wheel only.

2. Motor may be housed to include electronics, such as motor controller, and wiring to create a power unit.

3. Motor or power unit must contain a label with a serial number and OEM branding.

4. Motor or power unit must be mounted near center of chassis (mid-motor). No hub motors allowed.

5. Motor is only allowed to rotate to provide forward motion. Reversing of the motor is not allowed mechanically or electrically.

j. Motor Controller

1. Motor controller must have OEM markings including serial number and OEM logo.

2. Aftermarket motor controllers are prohibited.

3. A motor controller may be integrated or housed with motor to create a power unit. Power unit shall be labeled with serial number and OEM logo.

C. Motorcycle Equipment Inspection

1. The referee has the power to disqualify any motorcycle that doesn't conform to the rules and may inspect any part of a motorcycle entered in an AMA-sanctioned meet. A machine that passes a pre-race inspection is subject to further inspection or protest at any time during the race program.

2. A rider who refuses to turn over their machine for inspection or measurement at the request of the referee or meet officials is automatically disqualified from the meet.

D. Competition Apparel

1. 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, Flat Track, short track, speedway, and TT events. On tracks one half mile and larger, abrasion resistant outer gear is required. “Abrasion resistant” is equal to leather, Cordura, air mesh or stretch Kevlar.

2. When riding vests or jerseys are used for rider identification, there must be an 8-inch number on the back, and the jersey and number must be of contrasting colors. Contrasting-colored leather jackets may be worn in place of a vest. Long sleeves must be worn in all competition. If an external back support is used, the number should be placed on the back protector.

3. Boots must be worn in all meets. They must be at least 8-inches high with any combination of laces, buckles or zippers, or be specially designed and constructed for leg and foot protection.

4. A steel skid shoe must have a curved front that extends over the toe of the boot.

5. It is highly recommended that chest and back protection be worn by all competitors. It is required for all competitors in youth classes to wear chest and back protection**.** The protector may be worn under or over the jersey, and it should cover the sternum anterior ribs, posterior ribs, and spine from T1 to T12. For road racing, a back protector must be worn under their leathers unless integrated into the design of the leathers.

6. All riders must utilize a shatterproof face shield or shatterproof goggles.

7. Wearing of Helmets: It is mandatory for all participants taking part in practice and races to wear a full face protective helmet. ***Starting in 2027, on flat track meets one half mile or larger, only full face helmets with integrated face shields are permitted; motocross-style helmets with goggles are prohibited.***

   a. All helmets must be intact, and no modification may be made to their construction that alters the helmet from the condition it was tested and approved. The helmet is made to provide protection and is not a platform to attach foreign objects. For example, cameras or other accessories are NOT permitted to be attached to the rider's helmet.

   b. The helmet must have a chinstrap-type 'retention system'.

   c. The helmet must be of proper fit, in good condition and properly fastened.

   The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval:

USA:	Snell ***M2020/M2025, M2020R/M2025R, M2020D/M2025D*** or DOT FMVSS 218
Europe:	ECE 22-05/22-06 'P', ***'P/J'***
Japan:	JIS T 8133 : 2015
FIM	***FRHPhe-01 or FRHPhe-02***

Full Face Type Helmets

Open Face

All helmets must be intact, and no alteration must have been made to their construction. The rider may perform the following checks before taking part in practice or the race: That the helmet fits well on the rider's head, that it is not possible to slip the retention system over the chin when fully fastened and, that it is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.

It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device and that all competitors display the following information on the base of the helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card and add any pertinent information such as epilepsy, diabetes, current medications and past medical problems.

SECTION 3.3
TRACK RACING 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, organizer, rider and all other persons participating in or connected with any meet are bound by these rules. Recognized districts must submit any supplementary rules to the AMA for approval.

2. No stylized jumping contests will be allowed before, during or after AMA-sanctioned meets without approval from the AMA.

3. No gambling is permitted at any AMA- sanctioned meet, and it is the responsibility of the organizer and referee to strictly enforce this rule.

4. No entrant shall enter more than four classes during a single-day meet.

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.

6. At any meet if there are more than five but fewer than 12 riders in each of any two consecutive classes, these classes may be run at the same time (for separate prizes). In any advertised class with fewer than five entries, the class must be run, scored and awarded but may be combined with a similar ability or equipment class. Sidecar entries must be a minimum of six AMA members and three sidecars. ATVs and motorcycles may not race or practice on the track or course at the same time.

7. As specified in Section 3.2, General Equipment Standards, motorcycles must be equipped with mufflers. Meets should be advertised as muffled to promote good community relations.

8. 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.

9. At meets where the organizer is supplying medical insurance for the riders, the organizer may collect an additional fee for this service. The organizer must display at sign up a sign stating, RIDER MEDICAL INSURANCE TODAY, in 3-inch-high letters. All other meets should be recognized as not having rider medical insurance.

10. All riders should have a working, two-pound minimum, BC-rated, fire extinguisher in their pit area.

11. In addition to the classes described in this rulebook, organizers may organize, advertise and conduct production classes in any type of AMA competition. Production motorcycles (as described in Section 3.5) are subject to inspection, and any deviation will result in the machines being assigned to other categories or disqualified.

12. A rider who earns a national number may begin using the number immediately and until the succeeding year's meet where the national number was earned.

13. Sidecar and buddy seat passengers must be carried throughout the entire meet and may not drive at any time.

14. In all Flat Track events:

    a. Brake-less classes shall practice and race separately from any class with brakes.

    b. Vintage classes are encouraged to practice separately from any modern classes, if number of entries warrants segregated practice sessions.

B. Youth - General Rules of the Meet

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

1. Youth meets must be conducted according to the rules in this rulebook. Any variations are not allowed without the written permission of AMA Racing.

2. All classes to be run at a meet must be listed in advance advertising and posted in a prominent place at the entry desk. All classes advertised must be run if there are five or more riders for that class.

3. When there are fewer than five riders per class, they may be advanced to the next 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).

4. 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.

5. Youth Flat Track meets must not be conducted on tracks longer than a half mile.

C. Race Rules

1. No one except riders officially entered may ride or practice on any portion of the course the day of the meet. If a course includes public roads, a rider may travel those roads necessary to reach the starting area.

2. 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.

3. To participate in a ***semi or*** main event, the rider must ***report to staging for the heat or semi or send a representative to do so. The motorcycle is not required. Riders who report but do not start the heat or semi will be scored as finishing in last place and will transfer to the semi or final accordingly.***

D. On Track Regulations

1. 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.

2. If a rider stops for any reason during an event, he/she must restart without any outside assistance. However, if a rider falls, blocking the course and endangering other riders, he/she may receive help or have his/her machine pushed off the course. Any attempt to help under any other situation will result in the rider's disqualification.

3. A rider leaving the course must re-enter at the same point or at the first point where he/she 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.

4. 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.

5. Riding in a prone position is prohibited. The penalty is disqualification.

6. When entering or leaving the pits, a rider must use designated entrance and exit lanes. Failure to do so may result in disqualification.

7. Sidecar passengers must remain in the sidecar for the entire event. A fallen passenger may reenter only at the same point where they fell and on the same lap.

E. 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 (courtesy flag).

3. YELLOW: Caution. When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag.

4. BLACK WITH 1-INCH WHITE BORDER: Disqualification of a rider. That rider must report to the referee at once.

5. BLUE: 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.

7. YELLOW WITH THREE RED STRIPES: Oil on the track at that location. (2-inch red stripes are perpendicular to the shaft of the flag.)

8. BLACK AND WHITE CHECKERED: End of race (Checks are 5 inches square).

9. RED: Stopping of a race for any emergency situation.

10. FURLED GREEN & WHITE (held vertically side-by-side): Two laps to go until finish (courtesy flags).

11. FURLED GREEN & WHITE (crossed in an X): Indicates half of the scheduled laps have been completed (courtesy flags).

F. Scoring

1. An AMA-approved scoring system must be used.

2. Each rider is entitled to examine their score with the head scorer or referee.

3. No official results shall be posted until all scores have been examined and approved by the head scorer. Official results are declared final if no rider requests 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. The event is completed when the leader takes the checkered flag. The number of laps completed determines the finishing position of each participant. A participant need not take the checkered flag to finish.

G. Claiming

1. All sanctioned Flat Track, Short Track, TT, Hillclimb, Road Race, and youth meets are claiming meets. Vintage and ATV class equipment will be excluded from the claiming rule.

   a. In Hillclimb, Road Race and youth meets, the claiming price shall be 50 percent over suggested list price using the JD Power website, and include the complete motorcycle, supermini or minicycle.

   b. In Flat Track, Short Track, and TT meets, claims will be for the engine, including electronics, carburetion, and exhaust only. Claiming prices for Flat Track, Short Track and TT are established in the following schedule:

Engine size	Price
0-250cc	$6,000.00
251-504cc	$12,000.00

505cc-Up (single)	$12,000.00
505cc-Up (multi)	$25,000.00

2. Any rider (claimant) over the age of 18, or represented by a parent or legal guardian, may enter a claim for a motorcycle, supermini or minicycle ridden in an event in which the claimant has competed. A claimant may enter a claim with the referee any time during the meet but no later than 30 minutes after the race results of the event in which the claimant has competed are posted. There will be no additional time added to this process in the event of a claim. The referee then notifies the owner of the claimed motorcycle and may take possession of it. Claimant shall remain anonymous, and claims will be irrevocable upon receipt of the claiming fee.

3. A claim must be accompanied by cash or cashier's check. The owner of the claimed machine must immediately deliver it intact, along with a clear title with attached lien release, bill of sale, or manufacturer's certificate of origin (MCO).

   a. In the event the claimed motorcycle is the qualified motorcycle in future events of the meet, said motorcycle will be immediately impounded by meet officials. All maintenance will be supervised by meet officials and the claimed motorcycle will remain in the custody of meet officials.

4. If more than one claim is received for the same motorcycle, the meet referee will hold a drawing to determine the successful claimant.

5. If a rider whose motorcycle is claimed refuses to comply, they must forfeit the trophy, they are disqualified from the meet and will be suspended for one year.

6. A rider may not enter a claim on their own equipment.

7. Any rider deemed by the AMA to be complicit in circumventing the claiming rule (i.e., placing a claim with the intent of returning the motorcycle to the original owner), will be subject to a one-year suspension of competition privileges.

H. Drag Race

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 a 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 a half mile) to allow a safe stop.

AMA-sanctioned drag racing meets will use a set of AMA-approved supplementary regulations. AMA-sanctioned drag racing supplementary regulations are available at www.AmericanMotorcyclist.com > Racing.

I. 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 Chartered Organizations that have sanctioned the meets with the AMA.

Refer to the guidelines published by the chartered organizations for details.

Notes:

SECTION 3.4
ATV TRACK RACING MEETS

A. General

1. The minimum age for amateur classes is 16. The age of the rider is determined as of the date of the event, except in youth competition.

2. For a 16-year-old to be eligible for amateur four-wheel classes, the rider must meet the following criteria: With rider in normal riding position with hands on the handlebars, there must be a bend in the elbows, fingers must reach all control levers. A rider in a standing position on foot pegs must have 3 inches of space between seat and rider inseam.

3. The complete engine that a rider has qualified with may be changed, providing that it is replaced with an engine of the same make, model and displacement. Repairs may be made or parts replaced as necessary during a meet.

4. A minimum 6-inch space between vehicles must be provided on the starting line. No sharing of a single gate.

B. Approval of All-Terrain Vehicles (ATVs)

1. ATVs used in stock class competition must be approved by the AMA. Modified classes will run as indicated in the General Equipment Standards section.

2. For an ATV to be approved, the manufacturer must apply to the AMA, register the machine's specifications, provide photographs and prove that 100 identical, completed machines of the same model are available for sale to the general public at multiple dealer showrooms throughout all six AMA regions. AMA staff will verify production requirements. Application forms for ATV approval are available from the AMA. The approval procedure for the following model year will open Aug. 15 and must be completed no later than the following March 15. An approved list of ATVs will be made available by March 15 (youth and adult) on the AMA website and printed in the official AMA publications in the spring.

3. Manufacturers and distributors must have a sufficient quantity of spare parts to meet customer demand for a minimum of the current model year being approved. Any parts determined to be inadequate in design or construction may be upgraded by the OEM approval process, as defined by the AMA staff, and must be submitted no later than June 15 of the model year. AMA may require one unit of each approved model and/or upgraded part(s) to be provided for long-term parts comparison.

4. ATVs used in youth, stock and production class competition, refer to the approved list available at www.americanmotorcyclist.com.

C. Equipment Definitions

1. ATV – An ATV is defined as a four-wheeled vehicle propelled solely by a combustion engine.

    a. ATVs must meet all of the requirements of an ATV with the exception of those specific to electric ATVs listed in this section.

2. Electric ATVs – An Electric ATV is defined as a four-wheeled vehicle with an electric drive system activated with a throttle, propelled solely by a motor powered by stored electricity from a battery pack.

    a. Electric ATVs must meet all of the requirements of an ATV and those specific to electric ATVs listed in this section.

D. Stock Class Additional Equipment Standards

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

Air Box (including lid)	Frame
A-arms	Fuel Tank
Carburetor (jetting changes allowed)	Rim Size
Electronics	Stroke
Exhaust System with Spark Arrester	Swingarm
Internal Engine Components	Wheel Hubs

    a. Battery Pack (Electric ATV)

    b. Internal Gear Reduction (Electric ATV)

    c. Motor (Electric ATV)

    d. Motor Controller (Electric ATV)

    e. Programming or mapping changes to the stock Motor Controller unit are only permitted using the OEM supplied system. (Electric ATV)

    f. Cylinder re-plating is allowed but must retain the original manufacturer's bore.

    g. Changes to carburetor jetting are allowed.

    h. Clutch plates, pistons and piston rings may be aftermarket items as long as they maintain the stock shape, design and material of the OEM parts.

    i. High-compression pistons are not allowed.

    j. All other internal engine components must be stock OEM parts.

    k. Material may be added to the existing frame for strength, including welding. These changes shall not affect frame geometry.

    l. OEM front and rear suspension can be altered with internal modifications only. Shock linkage and suspension spring rates may be changed to any commercially available part.

2. Any items not listed above may be changed or modified.

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

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

5. ATVs used in youth, stock and production class competition refer to the approved list available at www.americanmotorcyclist.com

E. General Equipment Standards

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

1. Equipment Definitions

   a. ATV – An ATV is defined as a four-wheeled vehicle propelled solely by a combustion engine.

      1. ATVs must meet all of the requirements of an ATV with the exception of those specific to electric ATVs listed in this section.

   b. Electric ATVs – An Electric ATV is defined as a four-wheeled vehicle with an electric drive system activated with a throttle, propelled solely by a motor powered by stored electricity from a battery pack.

      1. Electric ATVs must meet all of the requirements of an ATV and those specific to electric ATVs listed in this section.

2. Engines (Modified Classes)

   a. 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.

   b. Classification will be according to the manufacturer's piston displacement specification for the make of ATV and/or engine.

c. ATVs must use the crankcases of the production engine. The use of sleeving, stroking or boring to change displacement classes is allowed.

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

e. Superchargers, turbochargers and nitrous oxide kits are prohibited.

f. The actual displacement of a motor must be stamped on the side of the cylinder or engine case.

g. The displacement of the ATV may not exceed the class limit. Piston displacement specifications depend on the type of meet.

h. The frame with which a rider has qualified may not be changed, though engines may be.

i. Piston displacement may be measured using either of the following formulas:

(1) $V = 3.1416 * b^2h$; b is one-half bore, h is measured stroke

V = 3.1416 x (one-half bore x one-half bore) x measured stroke x number of cylinders

(2) $V = B^2 * 0.7854 * h$; B is bore, h is measured stroke

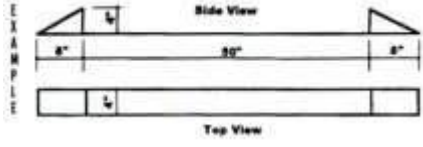
V = bore x bore x 0.7854 x measured stroke x number of cylinders

Note: If bore and stroke is in millimeters, divide the end product by 1,000 to convert to cubic centimeters (cc). If bore and stroke is in inches, multiply the end product by 16.387 to convert to cubic centimeters (cc).

3. All ATVs must use petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814. All gas must be stored in approved containers.

4. Width

a. The width of the ATV will be considered legal provided that the wheels don't 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.



5. Transmission

   a. All approved ATVs must be fitted with a transmission as catalogued and sold by the manufacturer of the ATV or motorcycle in question.

   b. Specially fabricated clutch levers or pedals may be used. Clutch pedals must be rubber-covered.

   c. Starting systems may be removed, including kick lever, pedal, starter crank gear and starter shaft. Kick pedals must be of the folding type.

   d. There are no limitations on gearing.

6. Drain Plugs

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

7. Brakes

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

   b. ATVs in all AMA competition shall have functional front and rear brakes unless the ATV was manufactured with just rear brakes. The machine must have all brakes as originally manufactured or better.

   c. A brake or braking device doesn't mean a compression release, although compression releases may be installed in addition to brakes.

   d. Brake ventilation is permitted.

8. Wheels and Axles

   a. Any type of wheel may be used in meets where brakes aren't required.

   b. Aluminum wheel axles are permitted in ATV competition.

9. Frame

   a. 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.

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

   c. Frame parts must be manufactured in a safe and workmanlike manner, and any frame modifications also must be done in a workmanlike manner.

   d. Titanium frames aren't allowed.

   e. Footrests and levers

      (1) Footrests must have a non-skid surface (knurled, serrated, rubber covered etc.).

(2) The top of the footrest may not be lower than the crankcase or frame, whichever is lower.

(3) Once qualified for the meet, the machine's frame may not be replaced.

10. Bumpers and Nerf Bars

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

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

11. Handlebars and Controls

a. All ATVs must be equipped with a functional tether type mechanical kill device attached to the vehicle and to the rider so that the engine ignition is cut off at any time when the rider becomes separated from the ATV.

b. Handlebars must be made of steel, aluminum, titanium, or another material approved by the AMA. Repaired, cracked or broken handlebars are prohibited. Handlebar mounts may be altered.

c. Control levers must have ball ends at least a half inch in diameter.

d. ATVs must be fitted with a self-closing throttle.

12. Front Suspension

a. Front suspension must be adequate in strength and size for the ATV and its use.

b. Fender brackets may be removed.

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

13. Gas Tanks

a. Except for ATVs used in Hillclimb, gas tank capacity must be between 5 liters (1.32 gallons) and 24 liters (6.34 gallons). 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. Commercially produced auxiliary tanks may be used. Seat tanks are prohibited unless originally supplied by the manufacturer.

d. Gas tank vent lines must have a device that prevents gasoline from escaping.

14. Fenders

a. The front fender and the rear portion of the rear fender may be removed, or special fenders may be fitted. However, any special fenders must be mounted securely and safely.

b. Rear fenders must extend at least to a vertical line drawn through the rear axle.

c. The addition of streamlined parts, shells, housings, air foils, wings or other devices intended solely for the purpose of streamlining are prohibited.

d. All glass must be covered or taped on Hillclimb, MX, and dirt-track ATVs.

15. Chain Guards

a. A guard must completely enclose the primary drive. (The countershaft sprocket and primary back drive aren't considered parts of the primary drive.)

b. A rear chain guard isn't required.

16. Exhaust System

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

b. The discharge end of an exhaust system may not extend past the rear edge of the back tire, nor point so that it creates dust or interferes with the vision of another rider.

c. When required, spark arresters shall remain in place throughout the event.

d. Sound Limits and Procedures are in Appendix 5.2.

17. Tires

a. The tread pattern of tires in scrambles, short track, Flat Track, Hillclimb and non-studded ice racing may be re-grooved or cut, provided it is done in a safe and workmanlike manner.

b. Re-capped 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 primary tire filler.

18. Number Plates

    a. All ATVs in competition must have a vertical number plate mounted to the front bumper and a rear grab rail number plate. In other forms of competition, the number plates are optional.

    b. Numbers shall be a minimum of 6-inch blocked numbers (no shading or outlining). The number plates and numbers shall be of contrasting colors, clear, legible and have a professional appearance. All numbers must be the same.

    c. The number plates shall not be mounted to the handlebars for safety.

    d. Wood or metal number plates are not permitted.

    e. It is recommended that the rider put their number on back of their jersey or chest protector.

19. Use of electronic communication with the rider or use of a portable electronic device of any kind (i.e. digital music device) that would be considered a distraction while on the motorcycle during the meet is prohibited.

20. All riders should have a working, two-pound minimum, BC-rated, fire extinguisher in their pit area.

21. Electric ATV

    a. Unless superseded, electric ATVs shall adhere to ISO13063 Voltage Class A requirements as self-certified by the OEM.

    b. A master on switch is required that enables electronics of the ATV to be turned on. This is analogous comparable to a key switch function.

    c. A manual propulsion disable switch is required such that when active, no active rotation of the motor or power unit is possible.

    d. The electric ATV shall have automatic propulsion disable features under the following conditions:

        1. Tilt — Electric ATV tilted beyond a point from vertical not normal for competition for greater than 5 seconds.

            a. An original equipment tether type mechanical kill device attached to the ATV and the rider so that propulsion is disabled at any time when the rider becomes separated from the ATV is acceptable in place of a tilt device.

        2. Battery Fault — Unsafe operating condition of battery identified by BMS or loss of communication with BMS for greater than 5 seconds.

        3. Timeout — No throttle commanded for greater than 60 seconds. Throttle control shall use a redundant, non-contact sensing technology. Redundant signals shall be opposing direction and

both required for throttle/motor control to be active.

e. Throttle control has a means for diagnostics where the current position is displayed.

f. The vehicle shall have a system status LED. When illuminated, the LED indicates that propulsion is active and using the throttle will spin the motor. The status LED is to be located on the front of the bike and visible to rider and officials facing the bike. LED shall be visible to a standing person when the electric ATV is on its side.

g. Battery Pack

1. One main battery pack is allowed.

2. Main pack may be removable to allow for charging or swapping of a discharged battery pack for a charged battery pack.

3. Cells comprising main battery pack are of Lithium-Ion chemistry of LiNiMnCo (NMC) type.

4. An auxiliary battery pack may be used in support of an independent 12V power for motorcycle electronics. Auxiliary battery may not aid in propulsion of the ATV. It may be lead acid, AGM, or Lithium-Ionchemistries.

5. A Battery Monitoring System (BMS) must be incorporated into the main battery pack as a means to prevent damage to the battery pack.

6. The maximum voltage output of the main battery pack is 60V DC.

7. Voltage of the battery pack is determined as follows:

   - Pack Voltage = Nominal Cell Voltage X Number of Cells in Series.

8. The capacity of the battery pack is determined as follows:

   - Pack Capacity = Cell Rated 1C Discharge Capacity at 20 deg C X Number of Cells in Parallel.

9. The energy rating of the battery pack is determined as follows:

   - Pack Energy = Pack Voltage X Pack Capacity.

10. The main battery pack shall display a rating label showing Pack Voltage in Volts, Pack Energy in kWh, serial number, and OEM branding. Rating label must be visible when installed in motorcycle. Access to view label shall require no tools.

11. The main battery pack must be certified to UN 38.3 standards and contain a UN3840 compliant label.

12. The main battery pack must be manufactured in a way not to allow tampering or modification of the original design.

i. Motors

1. A single electric motor is allowed for propulsion. Motor must power the rear wheel only.

2. Motor may be housed to include electronics, such as motor controller, and wiring to create a power unit.

3. Motor or power unit must contain a label with a serial number and OEM branding.

4. Motor or power unit must be mounted near center of chassis (mid-motor). No hub motors allowed.

5. Motor is only allowed to rotate to provide forward motion. Reversing of the motor is not allowed mechanically or electrically.

j. Motor Controller

1. Motor controller must have OEM markings including serial number and OEM logo.

2. Aftermarket motor controllers are prohibited.

3. A motor controller may be integrated or housed with motor to create a power unit. Power unit shall be labeled with serial number and OEM logo.

F. ATV Equipment Inspection

1. The referee has the power to disqualify any ATV that doesn't conform to the rules and may inspect any part of an ATV entered in an AMA-sanctioned meet. A machine that passes a pre-race inspection is subject to further inspection or protest at any time during the race program.

2. A rider who refuses to turn over their machine for inspection or measurement at the request of the referee or meet officials is automatically disqualified from the meet.

G. ATV Track Racing Classes

1. Youth Engine Classes and Age Groups

a. Youth classes may not exceed the maximum listed class displacement.

b. 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.

c. Reducing the engine displacement to meet class limits is not permitted (no downsizing).

d. Any of the following classes may be run, but all must be run as advertised. Additional classes may be run but must first be approved by the AMA.

Class	Age requirement	Engine size	Engine type
50cc Single-Speed	4 - 6 yrs.	0cc - 50cc	two-stroke
		0cc - 50cc	four-stroke
Single-speed automatic. No CVT. Maximum width 41 inches. Maximum 41" wheelbase. Maximum 4" of shock travel.			

Class	Age requirement	Engine size	Engine type
50cc CVT	4 - 8 yrs.	0cc - 50cc	two-stroke
		0cc - 50cc	four-stroke
Single-speed automatic. Belt-Drive.			

Class	Age requirement	Engine size	Engine type
70cc Automatic	6 - 11 yrs.	51cc - 70cc	two-stroke
		51cc - 70cc	four-stroke
70cc Shifter	6 - 11 yrs.	51cc - 70cc	two-stroke
		51cc - 70cc	four-stroke

Class	Age requirement	Engine size	Engine type
90cc	8 - 15 yrs.	71cc - 90cc	two-stroke
		100cc - 125cc	four-stroke

Class	Age requirement	Engine size	Engine type
Girls Jr.	6 - 11 yrs.	51cc - 70cc	two-stroke
		75cc - 114cc	four-stroke
Girls Sr.	12 - 15 yrs.	71cc - 90cc	two-stroke
		75cc - 125cc	four-stroke

Class	Age requirement	Engine size	Engine type
Supermini	12 - 15 yrs.	71cc - 105cc	two-stroke
		75cc - 150cc	four-stroke

Class	Age requirement	Engine size	Engine type
125cc	8 - 15 yrs.	90cc - 125cc	two-stroke
		90cc - 125cc	four-stroke

Class	Age requirement	Engine size	Engine type
Schoolgirl	13 - 17 yrs.	91cc - 200cc	two-stroke
		91cc - 300cc	four-stroke

Class	Age requirement	Engine size	Engine type
Schoolboy Jr.	13 - 15 yrs.	91cc - 200cc	two-stroke
		91cc - 400cc	four-stroke
Class	Age requirement	Engine size	Engine type
Schoolboy Sr.	14 - 17 yrs.	91cc - 300cc	two-stroke
		301cc - 400cc	four-stroke

2. Amateur Engine Classes and Age Groups

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

   b. The following is the complete class listing of approved amateur classes for AMA Track Racing events. All classes are approved for competition and organizers must advertise any classes to be run. All classes must not exceed the maximum width 50 inches. All classes may be divided into A, B and C skill levels at the organizer's discretion.

Class	Engine size
**Production	201cc – Open
450cc	91cc – 265cc two-stroke 201cc – 450cc four-stroke
**Open	201cc – Open
**16-24 yrs.	201cc – Open
**Vet 25+	201cc – Open
**Vet 30+	201cc – Open
**Senior 40+	201cc – Open
**Senior 50+	201cc – Open
**Women	201cc – Open

3. Electric ATV Classes

   a. With the exception of specific E-Classes listed within the AMA Rulebook, electric ATV eligibility will be determined through event supplemental rules.

   b. When allowed through event supplemental rules, electric motorcycles will only be eligible to compete in open, non-displacement classes.

***Note: When allowed through event supplemental rules, electric motorcycles are eligible in only the classes marked with a double asterisk.*

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 (CPSC), an ATV can roll over on the rider or violently throw the rider without warning. Even hitting a small rock, bump or hole at low speed can upset the ATV.

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

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

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

Never ride an ATV after consuming alcohol or drugs.

Never carry a passenger on a single-rider vehicle. Carrying a passenger may upset the balance of the ATV and may cause it to go out of control.

Never ride an ATV on pavement. The vehicle isn't designed to be used on paved surfaces and may be difficult to control.

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

Never attempt to do wheelies, jumps or other stunts.

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

Never ride an ATV at excessive speeds.

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

Always read the owner's manual carefully and follow the operating procedures described.

For more information about ATV safety, call the ATV Safety Institute at (800) 887-2877, or go to www.ATVSafety.org.

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

Notes:

SECTION 3.5
FLAT TRACK MEETS

A. General

1. Flat 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).

2. A short track course is less than 2,250-feet in circumference. Scratch-type events may be included in a short track meet.

3. A TT is held on an unpaved, prepared course. The course must be less than 2 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 a fast straightaway.

4. American Flat Track Licensed Riders

   a. Any rider holding an American Flat Track professional racing license must compete in the highest-level class or classes offered.

   b. Riders holding an American Flat Track professional racing license ***and earning 16 or more AFT Singles or AFT SuperTwins points in the current or previous season*** shall not compete in any ***amateur*** classes, shall not receive district points, shall not receive year-end district awards, and shall not participate in any amateur classes at the Amateur Nationals.

5. Any member subject to disciplinary action by American Flat Track, including a permanent revocation and loss of license to engage in professional competition, shall be ineligible to participate in any AMA-sanctioned amateur competition.

B. Equipment and Approval of Motorcycles/Minicycles

1. Equipment

   a. The use of knobby or motocross tires is at the organizer's option and must be advertised in advance.

   b. A steering damper may be added for safety. This includes all Production machines.

2. Motorcycles used in Production class competition must be approved by the AMA. Modified classes will run as indicated in the General Equipment Standards Section.

3. For a motorcycle to be approved, the manufacturer must apply to the AMA, register the machine's specifications, provide photographs and prove that 100 identical, completed machines of the same model are available for sale to the general public at multiple dealer showrooms throughout all six AMA regions. AMA staff will verify production requirements. Application forms for motorcycle approval are available from the AMA. The approval procedure for the following model year will open Aug. 15 and must be completed no later than the following March 15.

    a. Manufacturers and distributors must have a sufficient quantity of spare parts to meet customer's 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. The AMA may require one unit of each approved model and/or upgraded part(s) to be provided for long-term parts comparison.

4. A list of currently approved models is available at www.AmericanMotorcyclist.com > Racing.

C. Production Class Additional Equipment Standards

1. All motorcycles/minicycles must be approved by the AMA for Production competition.

2. The frame must be the same make and model as the engine.

3. The front brake must be used for TT events but must be disabled or removed for dirt-track events.

4. Any standard production tire that is available through normal commercial channels will be accepted. Knobby tires are organizer's option.

5. Cylinder re-plating is allowed but must retain OEM bore.

6. OEM front and rear suspension may be altered with internal modifications only. Springs and linkage may be replaced with aftermarket parts.

7. For Production classes that use oil injection systems, only oil may be put in the reservoir. Injection pumps must be working at all times. Pre-mix gasoline isn't allowed in the oil injection system or fuel tank.

8. Seat height will be measured at the lowest part of the top of the seat. See wheelbase measurements as shown in Section 3.5.

9. For electric motorcycles, the following cannot be changed or modified:

    a. Battery Pack (Electric Motorcycle)

    b. Internal Gear Reduction (Electric Motorcycle)

    c. Motor (Electric Motorcycle)

    d. Motor Controller (Electric Motorcycle)

10. For electric motorcycles, programming or mapping changes to the stock Motor Controller unit are only permitted using the OEM supplied system.

11. Production classes are subject to inspection. Any deviation, other than approved modifications, will result in the machine being assigned to another category or disqualification.

12. Violations of the Production class rules as determined by the protest process or by the referee of the event may result in a disqualification from the event. A second violation of the Production class rules may result in a disqualification from the event and a suspension from the AMA competition for one year.

13. The following changes/modifications are NOT PERMITTED on Flat Track, TT and Ice Race Production Class machines:

Air Box
Air Box Vent Tube
Air Filter Screen
Air Intake Boot
Axles
Body Work
Brake Reservoir Cap
Brake Rotor Size (thickness/diameter)
Brake Master Cylinder
Carburetor (including any parts with exception to jets)
Clutch (any part including clutch cover)[2]
Crankshaft Stroke Length
Cylinder Bore Size[1]
EFI Throttle Body[5]
Electronics[5]
Engine Components (any part)
Exhaust Control Valve (ECV)
Exhaust Pipe (any part)
Frame[3]
Front Fender[7]
Front Forks[4]
Front Fork Caps
Hydraulic Clutch
Intake Diameter
Intake Spacer
Internal Engine Components (blue printing is not permitted)[2]
Lower Triple Clamp
Oil Injection System (only oil may be in system)[6]
Rear Brake Clevis
Rear Shock[4]
Reed Valve Assembly (any part)
Silencer (tip may be modified to accept spark arrestor)
Subframe[3]
Swing Arm[3]
Throttle Body
Transmission (any internal part)
Water Pump Assembly (any part except the cover)
Yamaha PW50 Ring and Pinion Gear
Yamaha PW50 Start/Run/Off Switch

14. Clarifications:

    a. [1]Cylinder re-plating is allowed. The original manufacturer's bore must be retained.

    b. [2]Clutch plates, pistons, and piston rings may be aftermarket as long as they maintain the stock shape, design, and material of the OEM parts. High compression pistons are not permitted.

    c. [3]Material may be added to the production frame or swing arm for strength, including welding. These changes shall not affect frame geometry.

    d. [4]OEM front and rear suspension can be altered with internal modifications only. Aftermarket shock preload adjusters may be added. Shock linkage and suspension spring rates may be changed to any commercially available part.

    e. [5]Programming or mapping changes to the stock OEM ECU unit are allowed.

    f. [6]For engines with oil injection systems, the system must be fully functional and only oil may be put in the reservoir. Pre-mix gasoline is not permitted in the oil-injection system.

    g. [7]The front fender must be OEM or OEM replacement. It may be removed. Supermoto style fenders are permitted.

15. The following additions are NOT PERMITTED on Flat Track, TT, and Ice Race Production Class machines:

    Adjustable Leak Jet
    Bark Busters (closed end or wrap-around metal hand guards)
    Fork Brace
    Radiator Fan

16. The following additions, changes, or modifications ARE ALLOWED on Flat Track, TT, and Ice Race Production Class machines:

Air Filter
Anodizing (may be added to any external aluminum part)
Brake Lever and Perch
Brake Line
Brake Pads
Brake Pedal (Mini bikes that are only equipped with hand brakes may not add a foot brake)
Brake Snake
Chain, Chain Rollers, and Chain Guard
Clutch Lever and Perch
Cosmetic Items (provided that there is no performance advantage)
Counter Shaft Cover (may be removed)
Foam (may be added to any part)
Foot Pegs
Fork Bleeders
Frame Guard
Fuel Screw (adjustable)
Fuel Tank (Carbon Fiber or carbon composite fuel tanks are not permitted unless homologated)
Fuel Tank Thermal Cover (including heat tape)
Gripper Tape
Hand Guard (plastic open ended only)
Holeshot Device
In-line Water Cooler
Ignition Cover
Number Plates
Oil Cooler
Power Valve Actuator Hose Kit
Radiator Side Shrouds
Radiator and Radiator Hoses
Radiator Guard and/or Brace
Rims
Rim Locks (may add, remove, or change)
Seat (cover or foam)
Shifter Lever
Shock Linkage (commercially available parts)
Skid Plate
Slipper Clutch or Back Torque Limiter
Spokes
Sprockets
Steering Stabilizer/Damper
Throttle Tube
Triple Clamp Upper/Top
Water Pump Cover
Wheel Hubs

D. Race Rules

1. Starting methods for Flat Track, Short Track and TT:

   a. Any race stopped with two laps or fewer completed will require a complete restart in the original positions (see d. above).

b. 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.

If an event is stopped 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. At the referee's discretion, if the race must be resumed the riders will be started in a staggered start position in the order they held on the lap before the event was stopped. At the organizer's option, the referee may use a rolling single file restart. If doing so the following procedure must be followed:

The riders will be positioned in their restart order and instructed to do at least one pace lap. If all is in order (per starter) the field will be given the green flag. The referee will designate a point on the track that the riders may start to accelerate to race speed and a restart line. The riders MAY NOT PASS before getting to the restart line and the starter is waving the green flag.

DOUBLE RED FLAG RULE: In short track events, one quarter (1/4) mile or shorter, a rider causing two red flags in a single race without making an attempt to re-enter the race, can be disqualified at the discretion of the referee.

c. 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.

(1) Work periods last two minutes at the red flag/light, except in final events where they may be 10 minutes. If the referee deems the red flag situation to be cleared up, and all riders are ready to resume the race, the referee may call for the race to resume immediately.

(2) 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.

d. 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 didn't fall. If for any reason a rider doesn't complete the red-flagged lap, they too will be placed in the rear of the restart in a position respective of their stoppage. If the race is called complete the riders will be scored in the position in which they would have restarted.

2. Staggered Start Procedure

a. When called to the starting line, the leader will pick their starting position.

(1) For heat races, the leader may only choose the inside or outside positions.

(2) For semis and main events, the leader may choose to start in any position within the designated starting area.

b. The next rider in line will start to the leaders outside, if possible. If not possible, that rider will be moved to the inside of the rider who has the first pick. That rider will line up approximately 3 feet over with their front wheel in a horizontal line approximately 1 foot behind the rear wheel of the first rider.

c. This procedure will follow suit until all starting positions are utilized.

E. Race Starts

1. Starting Line Area

a. Two starting lines, spaced 2 feet (24 inches) apart, are marked for each row.

b. If more than one starting row is used, each row shall be 8 yards (24 feet / 7.3 meters) behind the preceding row.

c. The penalty line shall be 8 yards (24 feet / 7.3 meters) behind the last starting line that is in use.

d. The number of participants placed on each starting row shall take into account any and all safety concerns.

(1) Each full-sized machine shall have no less than 39 inches (one meter) of space on each starting row to minimize starting line or first-corner congestion.

e. At all meets, the referee shall determine the number of riders allowed to start any event, which shall take into account the width and length of the course, run-off room available, the ability of all riders to negotiate the first corner without incident, and the speed and skill level of the class(es) being run.

f. A rider must be ready when called to the starting area. If not ready, he/she or their representative is allowed to request two minutes after the starters call to make minor repairs. Afterward, if he/she still isn't ready, he/she is excluded from the event. Once an alternate rider has been called to the starting line by the referee, he/she won't 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 won't prevent the disqualification of another rider who has used the two-minute limit.

2. Starting Position Selection

   a. All racers in all events shall select their positions on their assigned starting line based on the posted order. The two methods explained below are common for picking positions on the starting line, but others may be used. The style of pick may be the same for all rounds, or it may vary from round to round.

   b. Gate Pick

      (1) The first racer listed on the posted order for the front row picks any spot on the front row.

      (2) The remaining racers on the front row, in the posted order, each pick any unoccupied spot on that row.

      (3) The first racer listed on the posted order for the second row picks any spot on the second row.

      (4) The remaining racers on the second row each pick any unoccupied spot on that row, in the posted order.

      (5) The process continues for all other starting rows.

   c. Ordered Pick

      (1) The first racer listed on the posted order for the front row is given the inside pole unless he/she requests the outside pole.

      (2) The second racer listed on the posted order for the front row shall line up immediately outside of the first racer (if the first racer picked the inside pole), or immediately inside of the first racer (if the first racer picked the outside pole).

      (3) All other racers on the front row shall line up alongside, in order, of the racer before them in the order.

      (4) The first racer listed on the second row, or any later row, does not get a choice – they must line up directly behind the first racer listed on the front row. All other racers on each row line up in the same fashion as the racers on the front row.

   d. Deferred Pick

      (1) Any racer may defer his/her pick on their assigned row and instead take the next available pick on the next row. All following racers move up one pick until all available spots on the earlier rows are filled.

3. Starting Methods

   a. The starter may use starting lights, rubber band, gate, flags, or speedway- type starting gate to start any event.

   b. With the exception of time trials, practice, and timed practice, all event starts shall be standing starts with both wheels on the ground.

c. Once all event participants are in their starting positions and the designated official ensures that all participants are ready, the starting procedure that was explained in the racer briefing meeting may begin.

d. Once the starting procedure begins but before the start signal is given, any racer whose front wheel touches the start line shall be penalized.

(1) Possible penalties include but are not limited to: relocation to the penalty line, deduction of their finish position, or a black flag disqualification from the event while the event continues.

F. On Track Regulations

1. All Flat Track (Dirt Track and Short Track) meets shall run in a counterclockwise direction. TT meets may run in either direction.

2. Any rider passing on the inside is responsible for any foul that results.

a. If passing on the outside, a rider shall not move to the inside unless there is adequate space to complete the pass without interfering with the passed rider.

b. The penalty for interfering with another rider during a pass may be disqualification.

G. Youth Classes and Age Groups

Any of the following classes may be run, but all must be run as advertised. Additional classes may be run but must first be approved by the AMA.

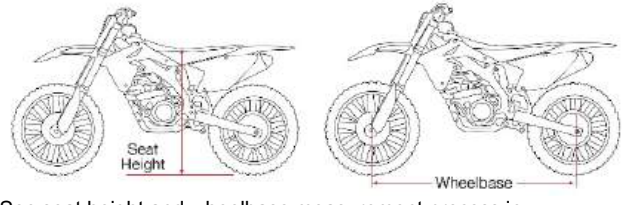
Class	Age requirement	Engine size	Engine type
1: 50cc Production Chain Drive Jr.	4 - 6 yrs.	0cc - 51cc	two-stroke
		0cc - 51cc	four-stroke
Transmission: Single-speed automatic, with chain drive. Wheelbase: 36 inches maximum. Wheel size: 10 inches maximum. Typical entries in this class include machines from KTM, Cobra, LEM, etc.			

Class	Age requirement	Engine size	Engine type
2: 50cc Production Chain Drive Sr.	7 - 8 yrs.	0cc - 51cc	two-stroke
		0cc - 51cc	four-stroke
Transmission: Single-speed automatic, with chain drive. Wheelbase: 41 inches maximum. Wheel size: 12 inches maximum. Typical entries in this class include machines from KTM, Cobra, LEM, etc.			

Class	Age requirement	Engine size	Engine type
3: 50cc Production PW Shaft Drive	4 – 8 yrs.	0cc – 51cc	two-stroke
Transmission: Single-speed automatic, with shaft drive. Wheelbase: 36 inches maximum. Wheel size: 10 inches maximum. Typical entries in this class are the Yamaha PW50.			

Class	Age requirement	Engine size	Engine type
4: 50cc Production Chain Drive Shifter	4 - 8 yrs.	0cc - 51cc	two-stroke
		0cc - 51cc	four-stroke
Transmission: Multi-speed automatic, with chain drive. Wheelbase: 38 inches maximum. Wheel size: 10 inches maximum. Typical entries in this class are the Honda XR50 and CRF50F and Yamaha TTR50.			

Class	Age requirement	Engine size	Engine type
65cc Production	7 - 11 yrs.	52cc - 65cc	two-stroke
		52cc - 90cc	four-stroke
		91cc – 112cc	four-stroke Automatic
65cc Modified	7 – 11 yrs.	52cc - 65cc	two-stroke
		52cc - 90cc	four-stroke
		91cc – 112cc	four-stroke Automatic
Wheelbase: 47 inches maximum, but must not exceed Manufacturer's specifications. Wheel size: 10 inches minimum/14 inches maximum.			



See seat height and wheelbase measurement process in Appendix 5.7.

Class	Age requirement	Engine size	Engine type
85cc Production	9 - 12 yrs.	66cc - 85cc	two-stroke
		75cc - 125cc	four-stroke
85cc Modified	9 - 12 yrs.	66cc - 85cc	two-stroke
		75cc - 125cc	four-stroke
85cc Production	12 - 15 yrs.	66cc - 85cc	two-stroke
		75cc - 125cc	four-stroke
85cc Modified	12 - 15 yrs.	66cc - 85cc	two-stroke
		75cc - 125cc	four-stroke
Requirements: Maximum front wheel 17 inches. Minimum rear wheel 12 inches. Maximum rear wheel 16 inches. Maximum wheelbase 51 inches.			

Class	Age requirement	Engine size	Engine type
Schoolboy	12 - 15 yrs.	86cc - 125cc	two-stroke
		75cc - 150cc	four-stroke

Class	Age requirement	Engine size	Engine type
Supermini	12 - 15 yrs.	79cc - 112cc	two-stroke
		75cc - 150cc	four-stroke
Minimum wheelbase 48 inches. Minimum rear wheel 14 inches. Maximum front wheel 19 inches. Maximum wheelbase 52 inches (Includes big wheel).			

2-Stroke Displacement	Youth Racer Age											
	4	5	6	7	8	9	10	11	12	13	14	15
0-51cc	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No
52-66cc	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No	No	No
66-85cc	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
86-125cc	No	No	No	No	No	No	No	No	Yes	Yes	Yes	Yes
126-250cc	No	No	No	No	No	No	No	No	Yes	Yes	Yes	Yes
251cc-Up	No	No	No	No	No	No	No	No	No	No	Yes	Yes

4-Stroke Displacement	Youth Racer Age											
	4	5	6	7	8	9	10	11	12	13	14	15
0-51cc	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No
52-112cc	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No	No	No
100-125cc	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
126-150cc	No	No	No	No	No	Y**	Y**	Y**	Yes	Yes	Yes	Yes
151-250cc	No	No	No	No	No	No	No	No	Yes	Yes	Yes	Yes
251cc-Up	No	No	No	No	No	No	No	No	No	No	Yes	Yes
	Y** = Yes for air-cooled, No for water-cooled											

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

2. The use of a maximum 17-inch wheel for ice race, Flat Track and TT is permitted, including Production classes.

3. Production classes are subject to inspection. Any deviation, other than approved modifications, will result in the machine being assigned to another category or disqualification.

4. Violations of the Production class rules as determined by the protest process or by the referee of the event may result in a disqualification from the event. A second violation of the Production class rules may result in a disqualification from the event and a suspension from AMA competition for one year.

H. Amateur Classes and Age Groups

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

Class	Class Name	Age Requirement	Engine Size
1	125cc	12+ years	86cc – 125cc
2	250cc	12+ years	126cc – 250cc
3	450cc	14+ years	251cc – 450cc
4	505cc	14+ years	251cc-505cc
5	Open Lightweight	12+ years	250cc minimum
6	Open Heavyweight	14+ years	450cc minimum
7	Veteran	30+ years	201cc minimum
8	Senior	40+ years	201cc minimum
9	Super Senior	50+ years	201cc minimum
10	Masters	60+ years	201cc minimum
11	Women	12+ years	201cc minimum
12	1913-1932 Era Vintage (brake-less)	See Section 3.10	See Section 3.10
13	1933-1951 Era Vintage (brake-less**)	See Section 3.10	See Section 3.10
14	1952-1968 Era Vintage (brake-less**)	See Section 3.10	See Section 3.10
15	1969-1976 Era Vintage (with brakes)	See Section 3.10	See Section 3.10
16	1977-1988 Era Vintage (with brakes)	See Section 3.10	See Section 3.10
17	***1989-2007*** Era Vintage (with brakes)	See Section 3.10	See Section 3.10

**1933-1951 and 1952-1968 Era Vintage must run brakes at TT meets

Production Classes

Class	Class Name	Age Requirement	Engine Size
1	125cc Production	12+ years	86cc – 125cc
2	250cc Production	12+ years	201cc – 250cc
3	450cc Production	14+ years	251cc – 450cc

Wheelbase: 53 inches minimum
Wheel size, front: 17 inches minimum
Wheel size, rear: 17 inches minimum

2. Sidecar Classes

   a. 86cc-650cc overhead cam including 750 twin vertical pushrod motors and all 2-cycle engines, single or multi-cylinder.

   b. 651cc-Open

3. Electric Motorcycle Classes

   a. With the exception of specific E-Classes listed within the AMA Rulebook, electric motorcycle eligibility will be determined through event supplemental rules.

   b. When allowed through event supplemental rules, electric motorcycles will only be eligible to compete in open, non-displacement classes.

SECTION 3.6
ICE RACE MEETS

A. General

1. An ice race is run on a prepared ice-covered oval or a GP-style track consisting of left and right turns.

   a. An ice-covered oval may be no greater than a half mile long, as measured 18 inches from the pole.

   b. An ice-covered, GP-style track may be no less than 20 feet in width from the start to finish length of the course and must consist of left and right turns.

B. Equipment

1. The use of knobby or motocross tires is at the organizer's option and must be advertised in advance.

2. Events will be according to the following classes, but not all classes need to be run if advertised in advance.

NON-STUDDED		
Class	Class Name	Engine Size
1	250cc Rubber	86cc – 250cc
2	250cc Rubber Open	250cc – Open
3	Light Weight Sidecar	86cc – 360cc
4	Middle Weight Sidecar	361cc – 505cc
5	Heavy Weight Sidecar	506cc – Open
6	Open Sidecar Solo	249cc-Open

STUDDED Classes		
Class	Class Name	Engine Size
1	125cc	86cc – 125cc
2	250cc	201cc – 250cc
3	250cc B	201cc – 250cc
4	450cc	251cc – 450cc
5	450cc B	251cc – 450cc
6	451cc – Open	451cc – Open
7	Veteran 30+	201cc – Open
8	Veteran 40+	201cc – Open
9	Super Senior 50+	201cc – Open
10	Women (12+)	201cc – Open
11	Vintage Pre-1975	201cc – Open
12	Modern Vintage Pre-1980	Exclusion – 4-valve 500cc

STUDDED Production Classes		
Class	Class Name	Engine Size
1	125cc Production	86cc – 125cc
2	250cc Production	201cc – 250cc
3	450cc Production	251cc – 450cc

3. No traction devices are permitted on boots.

4. In motorcycle studded-tire classes, studded tires and protective fenders are required.

   a. The front fender shall extend from horizontal line through the front axle center to a line vertical to the fork bottom triple clamp.

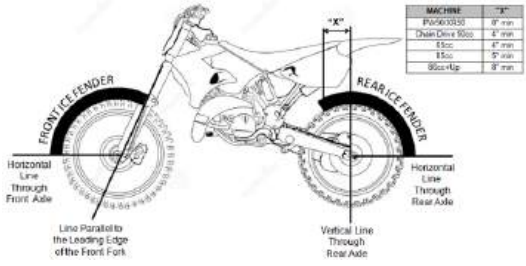
   b. PW\XR\Chain 50cc and 65cc Machines. The rear fender shall extend rearward through a horizontal line passing through the center of the rear axle. The rear fender shall also extend forward at least 8 inches past a vertical line passing through the center of the rear axle.

      *PW\XR 50 or like model=90 degrees
      *Chain 50cc IE. Cobra/KTM=4 inches past 90 degrees top center
      *65cc=4 inches past 90 degrees past center
      *80cc-85cc=5 inches past 90 degrees past center

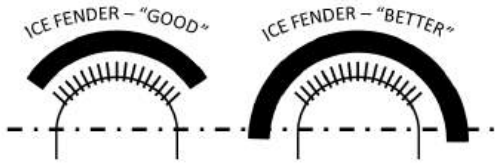
   c. No guards that allow access to the screws are permitted.

   d. All fenders shall be no more than 2 inches away from the screws and constructed so that an arm or leg cannot get between the fender, number plate or rear tire.

   e. The sides of the fender must extend down so that all screws are covered, and the sides must extend the entire length of the fender.



Ice Fenders [Cross Section]



5. Ice screw specifications:

   a. Sheet metal screws with a ¼" hexagonal washer head with no more than one straight screwdriver slot.

   b. Overall head height from under washer 3/16" (.1875" + or -.006)

   c. Maximum head washer diameter: .350"

   d. Screw driver slot not to exceed .085"

   e. Screw height not to exceed 3/16" (.1875"+ or -.006) above tire. No added washers. Base of screw must contact rubber of tire.

   f. No screw modification from production allowed, such as sharpening etc. Tire cutting or re-grooving is not permitted in studded classes.

6. All machines must be equipped with tether-type kill switches — not buttons or other types of switches — and the cord must be fastened directly around the driver's wrist, not to their clothing.

7. In sidecar events, only the rear wheel of the motorcycle may be driven by the engine.

8. Non-studded ATVs at ice race meets may remove the front-wheel brakes.

SECTION 3.7
HILLCLIMB MEETS

A. General

1. A Hillclimb is a series of trials against time or distance on a specially prepared hill.

2. Riders compete one at a time, receiving a score for their elapsed time if they make it to the finish line, or for their footage to the front axle of their machine if they do not make it to the finish line.

3. It is incumbent upon the rider to make sure that they report to the starting line in a timely manner when their class (or name) is called. Riders who do not make their attempts in a timely manner, within the timeframe otherwise used for their class, will forfeit that attempt.

4. Riders have a maximum of 2 minutes to make their attempt upon entering the starting area, or when directed to do so by the referee. The club may decrease the amount of time available at their discretion.

5. If an issue arises at the line that would prevent the rider from making an attempt on the hill, the rider will be asked to move their machine back into the staging area and make repairs within a timely manner and return to the starting line. If the rider is not able to make their attempt within a timely manner, that attempt is forfeited.

6. Riders may be accompanied by one pit crew member in the starting area to prepare their line or provide other assistance. Additional pit crew may be allowed at the club's discretion.

7. Blocks/stands/etc. may be used for the rider to put their feet on while at the line, as long as they are removed by their pit crew after that rider's attempt.

8. Riders/pit crew must take care not to trigger the starting line timing sensor while staging. If the timer starts, that is considered your ride — whether or not the referee/club wishes to allow leniency in this matter is at their discretion.

9. If the hill has a dual-lane configuration, the rider must comply with any lane restrictions or else receive footage at the point at which a lane boundary was crossed.

10. If out-of-bounds are marked on the hill, the rider will receive footage at the point at which they crossed that boundary.

11. The machine's tether switch must be attached to the rider — such as by looping around the wrist or clipping to the chest protector.

12. The rider must have at least one hand on one handlebar when crossing the finish line, at the point at which the timer was stopped, in order to receive a time. Otherwise, footage will be given to the point at which the rider dismounted the machine.

13. Pushing/paddling with your feet is not allowed.

14. Footage is given to the point at which forward progress initially stopped — you cannot come to a complete stop and then begin moving forward again.

15. A machine may be ridden in more than one class, by one or more riders, granted that it is only ridden by one rider in any given class.

    a. The rider must be physically capable 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 one or both feet on the ground. The referee has the authority to disqualify a rider who can't safely control their machine. Training wheels are not allowed.

16. Event results are calculated based on each rider's best attempt in each class. In the event that two or more riders have the same best attempt score, the tie will be broken based on their second-best attempt. If the involved riders have identical best and second-best scores, a one run run-off will be held to break the tie.

17. Riders and pit crew are expected to conduct themselves in a manner respectful to the club, the sport and the environment. Actions such as dumping oil, fuel or antifreeze on the ground may result in your ejection from the event and/or being reported to the appropriate authorities.

18. Riders are expected to comply with all club rules, and any direction from club members and/or the event referee while present on the event grounds.

19. If the timer starts the clock, but does not correctly stop the clock, or if the clock does not start and the rider reaches the finish line, the rider can choose to take full footage for the hill or ride again. If the clock does not start and the rider does not reach the finish line, footage is recorded and no re-ride is offered.

20. In the event that timing systems have to be changed during an event, any classes that are currently in progress for that round must be re-run in their entirety for that round.

21. AMA Pro Racing licensed riders, or any riders holding a professional motorcycle racing license, or from another country, must wait one full year after their professional license expires to be eligible for AMA Amateur Hillclimb Grand Championship or year-end district awards. An AMA appeal process is available.

22. AMA Pro Racing Hillclimb Provisional License will allow a current amateur Hillclimb competitor, with the qualifications listed below, to compete in up to, but no more than, one race less than 50 percent of the AMA Pro Racing Pro Hillclimb sanctioned events, while maintaining their amateur status in AMA-sanctioned events. If a rider elects to compete in 50 percent or more of the races, their AMA Pro Racing provisional license will be upgraded to professional license and amateur status removed.

    a. Riders who have finished within the top ***10*** percent in the 450cc-600cc-750cc open classes only at the previous two seasons the AMA Amateur Hillclimb Grand Championship.

    b. Riders must be 16 years old when applying.

    c. Must comply with the AMA Pro Hillclimb Rulebook.

23. The hill must be:

    a. Well-marked, and with the timing sensors visible and/or marked so that riders can easily see where the start and finish lines are. Left and right boundary lines are not required, but if not obviously marked, the referee must clearly describe the out-of-bounds rules for the event at the riders meeting (even if there is no out-of- bounds).

        (1) Boundaries cannot be marked with stakes.

    b. Free of any obviously unreasonably dangerous obstacles – for example, there should not be tree stumps in the competition area of the hill. Hillclimb, like all motorsports, is inherently dangerous, but reasonable care should be taken to avoid having any unreasonably dangerous obstacles on the hill.

    c. At least 20 feet wide at all points.

24. The starting area should provide a log or other backstop such that the rear wheel of the machine is no less than 20 feet from the starting line, and no more than 30 feet. The distance of the log/backstop from the starting line must be uniform across the width of the hill.

    a. Dual-lane starting areas are encouraged, granted that there is at least 40 feet of width in which to accommodate two 20 foot lanes.

        (1) When using dual-lane starting areas, all rides from each class must be held in the same lane – changing a class's lane from one side to the other during an event is prohibited.

25. The finish line must be at least 20 feet from the effective crest of the hill.

    a. Finish line must be visibly marked.

26. The minimum age for amateur Hillclimb riders is 12 on any motorcycle up to 250cc. In all events, a rider must be 14 or older to ride any motorcycles above 250cc. The age of the rider is determined as of the date of the event, except in youth competition.

27. Riders must be at least 16 years old to compete in ATV classes (or older if required by state/local laws/ordinances).

28. Riders cannot enter more than four classes at any given event. Exhibition classes do not count towards the four-class limitation.

29. Youth class riders may enter no more than three classes.

30. AMA national numbers are valid from the day after an AMA Hillclimb Grand Championship until the conclusion of the following championship. AMA national numbers are designated by an "N" following the number 1-10. Riders with a top ten national number have the right to display that number only in the class in which it was earned, and only within the appropriate time period as noted. Riders improperly displaying an AMA national number may be subject to disqualification.

31. Hillclimb Classes: These classes are required to be offered at the AMA Grand Championship event and are recommended for inclusion at all AMA-sanctioned amateur meets.

32. Youth classes:

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

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

33. Amateur classes:

Class Name	Class Definition
125	113-125cc motorcycles
200	126-200cc two-stroke and 126- 250cc four-stroke motorcycles
250	201-250cc motorcycles
450	251-450cc motorcycles
600	451-600cc motorcycles
750	601-750cc motorcycles
Open	Motorcycles 751cc and larger
Vet	Riders at least 40 years old, any size motorcycle
Women	Female riders at least 12 years old on any motorcycle or minicycle with an engine displacing at least 86cc.

34. ATV classes:

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

Recommended Additional Classes: Recommended additional classes are suggested for inclusion at any AMA Grand Championship – note also that the club hosting the Grand Championship may also elect to offer additional exhibition classes as well.

Class Name	Class Definition
Mini Girls	Female riders 4-15 years old, 0-85cc two-stroke or 0-125cc four-stroke, maximum 16" rear and 19" front wheels.
Super Mini	Riders 10-15 years old, 99-112cc two-stroke and 99-150cc 4- stroke, minicycles with 16" rear and 19" front wheels.
Masters	Riders at least 50 years old, any size motorcycle
two-stroke	113cc-Open two-stroke
four-stroke	113cc-Open four-stroke motorcycles
400 Stock	Motorcycles 113-400cc with engines in matching frames and stock wheelbase.
Open Stock	Motorcycles 401cc and larger with engines in matching frames and stock wheelbase.

35. King of the Hill (KOTH) Class

    The top ten fastest times of the event, inclusive of ATV classes and exclusive of youth classes, will compete in a one-run class at the end of the program or event for the 80-Open/King of the Hill Championship, for which only one award may be provided. There is no additional entry free for this class. Classes subject to eligibility by lane assignment as determined by the event referee – class eligibility will be announced at the end of the event.

    a. ***King of the Hill (KOTH) Youth Class: The top ten fastest times of the event in youth classes, including the Super Mini class, will compete in a one-run class at the end of the program or event for the King of the Hill Youth Championship, for which only one award may be provided. There is no additional entry fee for this class. Classes subject to eligibility by lane assignment as determined by the event referee — class eligibility will be announced at the end of the event.***

36. Exhibition Classes: Clubs always have the right to offer/run any exhibition classes as they see fit, whether to maximize rider entries or for any other reason. While the AMA will not dictate what exhibition classes a club can or cannot offer, it is required that any such classes be in accordance with the event insurance policy's requirements, it is advised that any exhibition classes comply with the AMA rider and machine eligibility rules.

37. Verticross Class: A minimum of two riders with a

maximum of four riders start side-by-side. Riders compete against each other up a designated course on the hill, which is typically different than the normal hill configuration, maneuvering around course markers or through cones. The course may vary in width.

a. Verticross machine must be 450cc four-stroke or 500cc two-stroke.

b. All Verticross competitors must be at least 16 years old on the day of the event.

c. All established amateur Hillclimb rules apply other than those listed here.

d. Verticross is a non-timed event. The meet referee has the final decision on the event result. If a tie is called, the event is run again.

e. Verticross events do not count toward the four-class limit.

B. Equipment Standards

1. General

   a. Motorcycles are defined as full-size two-wheeled machines designed and intended for adult use.

   b. Minicycles are defined as less than full-size two-wheeled machines designed and intended for use by minors.

   c. Minicycles may compete only in youth classes and the women's class.

2. ATVs are defined as four-wheeled machines designed to be operated by a single rider with motorcycle-style seating. No side-by-side or multi-passenger vehicles of any kind are allowed.

   a. ATVs must be no wider than 52 inches at all points.

3. All machines must conform to the following general standards:

   a. All machines must be built and maintained in a safe and professional manner.

   b. All machines must be equipped with a tethered kill switch, which must be attached to the rider (such as looped around a wrist, or clipped to the chest protector, etc.) and function in such a way as to kill the motor(s) of the machine if the rider loses control of the machine and is separated from it. The tether can be no longer than 36 inches. A cord connecting the rider to the spark plug cap or wire is not considered an appropriate tether switch.

   c. All machines must have functional rear fenders. Front fenders are not required.

   d. Tires cannot be filled with fluid. Foam inserts are allowed.

   e. Tires must be industry-standard, off-road tires originally intended for motorcycle use (or for ATV use in the case of ATVs), from which material may be removed if desired but no material can be added. Retread tires are not allowed.

f. Paddle tires are not allowed in amateur/youth/ATV classes — a tire is considered a "paddle" tire if any paddle/knob stretches across the primary width of the tire continuously without any breaks. Manual modifications to the paddles, such as cutting slots in them, do not make them legal for these classes.

Any tire originally manufactured/remanufactured or marketed as a paddle tire will be considered as such regardless of its current state at any given event.

g. No metal traction devices of any kind (screws, chains, bolts, etc.) are allowed in AMA amateur or AA competitions.

h. Inside rim tire mounting width can be no wider than 5".

i. There is no requirement for any component of a motorcycle or ATV to be an OEM part. All parts of a machine may be aftermarket or custom-made, so long as the part has been constructed in a professional manner and does not appear unsafe to the event referee.

j. All machines in displacement-limited classes are allowed up to a 2mm (or .080") overbore from stock and will remain eligible to compete in that class even if the result of the overbore is a displacement larger than listed in the class definition. The same displacement increase as would result from a 2mm overbore can also be claimed via stroking the motor, or a combination of boring and stroking.

k. Machines with more than one engine are eligible to compete in whatever class would be applicable for the total displacement of all their engines.

l. Piston displacement may be measured using either of the following formulas:

(1) $V = 3.1416 * b^2h$; b is one-half bore, h is measured stroke. V = 3.1416 x (one-half bore x one-half bore) x measured stroke x number of cylinders

(2) $V = B^2 * 0.7854 * h$; B is bore, h is measured stroke. V = bore x bore x 0.7854 x measured stroke x number of cylinders

Note: If bore and stroke is in millimeters, divide the end product by 1,000 to convert to cubic centimeters (cc). If bore and stroke is in inches, multiply the end product by 16.387 to convert to cubic centimeters (cc).

m. All engines must be naturally aspirated. No forced induction of any kind.

n. There are no limitations on transmissions, gearboxes or gearing.

o. Air/electric shifters may be used in any class.

p. All machines must have at least one functional braking device that affects at least the front wheel (both front wheels for ATVs).

q. Motors do not need to be sourced from a similar original application. Motorcycles are not limited to motorcycle engines and ATVs are not limited to ATV engines. Any engine may be used so long as any such custom work is done in a professional manner and the resulting machine does not appear unsafe to the event referee.

r. All machines must have self-closing throttles.

s. Handlebar-mounted clutch and brake levers must have a ball-end as per original manufacture, or a 1/2" or larger ball added to the end (such as by tape, epoxy, etc.).

t. Exhaust systems may not extend past the rear axle and must be constructed in such a manner as to not present any safety issue to the rider or hill crew.

u. All machines must have a functional fuel shutoff valve/petcock, or a fuel pump with automatic shutoff.

v. Fuel pumps are allowed, whether OEM or aftermarket.

w. 450cc Class, 251cc-450cc Motorcycles — Can not change the bore or stroke of the engine used in this class. 450cc engines must retain the original bore and stroke of the engine manufacturer.

4. The event referee has the right to inspect any machine at any time for any reason.

5. Riders who refuse to submit their machines for inspection upon request by the event referee will be disqualified for that event and notice of the refusal will be given to the AMA and the district organization.

6. Only gasoline and gasoline/ethanol blends as available in normal retail locations are permitted for fuel. Pure gasoline in any form, either as pump gas or race gas, is acceptable, provided that the fuel is mass-produced and readily available to all competitors. Ethanol blends, whether pump fuel or race fuel, must consist of no more than 10 percent ethanol. No alcohol other than ethanol is allowed. Oxygenated fuels, whether pump or race gas, are allowed so long as the ethanol content is no more than 10 percent, provided that the fuel is mass-produced and readily available to all competitors.

7. Off-the-shelf octane boosters and fuel stabilizers are permitted when used in accordance with the manufacturer's labeling.

8. No other fuels or fuel additives are allowed, including (but not limited to) methanol, nitro methane, propylene oxide, and nitrous oxide.

9. All fuel must be stored in approved containers.

Hill Drag Events

Hill drags are events in which riders compete two at a time, head-to-head in a bracketed drag race format, in either single or double elimination.

A. **European Hillclimb**

European Hillclimb is 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.

SECTION 3.8
SUPERMOTO MEETS

A. General

Supermoto races are run on tracks that are a combination of pavement and dirt using both left- and right-hand turns. Tracks are normally 3/8th-mile to a mile in length and normally consist of 30 percent dirt and 70 percent pavement and include at least one jump in the dirt section.

B. Rider Eligibility

1. The race referee has the right to move riders from their chosen or assigned class if their performance jeopardizes their safety or the safety of the other competitors. The race referee also has the right to move riders from their chosen or assigned class if their performance and experience level indicates that they are better suited for a more advanced level. Riders will be assigned to a class within the guidelines of displacement and age that is better suited to their skill and speed levels.

2. Riders who have previously held a Pro license from an FIM- or AMA-recognized motorcycle racing sanctioning body are eligible to compete in amateur competition and are eligible for the cash awards (purse) from the event but are not eligible for district points. Pro riders are not eligible for any factory contingency awards for the event unless otherwise stated in the contingency program guidelines or rules. Pro riders 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. AMA Pro Racing licensed riders must participate in the Pro class if a Pro class is offered.

C. Amateur Classes

1. Minimum age is 14.

2. The following classes allow unlimited modifications unless otherwise noted. All classes may be divided into A, B, and C levels at the organizer's discretion.

Class	Engine size	Engine type
250	125cc - 144cc 200cc - 250cc	two-stroke, single-cylinder four-stroke, single-cylinder
450	125cc - 250cc 250cc - 450cc	two-stroke, single-cylinder four-stroke, single- or twin-
Open	250cc - open 250cc - 575cc	Single-cylinder Twin-cylinder
Vet 30+	125cc - open	Single- or twin-cylinder
Senior 40+	125cc - open	Single- or twin-cylinder
Sportsman	Open	Single- or twin-cylinder

Sportsman class only: Any rider entered in any of the Pro or Expert classes is not eligible to race in the Sportsman class, even if the motorcycle meets the requirements.

Note: If the motorcycle was sold as a street-legal Supermoto bike in the United States or Canada with 17-inch front wheels, then 17-inch front wheels may be used on the bike. For street-legal motorcycles, DOT tires are mandatory.

Class	Engine size	Engine type
Senior Super Mini	85cc - 112cc	two-stroke, single-cylinder
	125cc - 150cc	four-stroke, single-cylinder
	Unlimited modifications, with the exception that they must maintain a mini chassis.	
Pit Bike	75cc - 150cc	two-stroke air-cooled single-
	Unlimited modifications, with the exception that they must maintain a mini chassis. Maximum wheel diameter is 17 inches.	
Class	Engine size	Engine type
ATV Open (16+)	Open	Any
	Stock frame and ATV engine cases from the original manufacturer of that make and model are required. OEM frames may have material added for strength. These changes shall not affect frame geometry.	

D. Youth Classes

Class	Age requirement	Engine size	Engine type
50cc	4 - 8 yrs.	0cc - 51cc	two-stroke
		0cc - 51cc	four-stroke
Original crankcase, cylinder, heads, bore, stroke and displacement must be retained. Modifications are allowed to stock air box, suspension, chassis, exhaust, tires, gearing, jetting, handlebars, hand guards, levers, grips and cosmetics aftermarket brake pads may be used. Maximum wheel size is 12 inches.			
Class	Age requirement	Engine size	Engine type
65cc	7 - 11 yrs.	52cc - 65cc	two-stroke
		52cc - 90cc	four-stroke
Must maintain a mini chassis. Maximum wheel size 14 inches. Unlimited modifications.			

Class	Age requirement	Engine size	Engine type
85cc	7 - 15 yrs.	66cc - 85cc	two-stroke
		75cc - 125cc	four-stroke
Must maintain a mini chassis. Maximum wheel size 17 inches. Unlimited modifications. Class may be split to accommodate age 7-11 and age 12-15 classes.			

Class	Age requirement	Engine size	Engine type
Super Mini	12 - 15 yrs.	80cc - 112cc	two-stroke
		75cc - 150cc	four-stroke
Must maintain a mini chassis. Maximum wheel size: front 19 inches, rear 17 inches. Unlimited modifications.			

Additional Classes: In addition to the classes described above, organizers may organize, advertise, and conduct additional classes to meet the needs of their regions.

Additional classes must be listed on the sanction application and approved by the AMA.

All classes advertised must be made available unless there are fewer than five riders. In that case, the classes may be eliminated or combined. If necessary, classes will be combined based on similar displacement and age and will be scored separately.

E. Equipment Standards

1. Original crankcase, cylinder(s) and head(s) and original bore, stroke and displacement must be retained. No modifications are allowed to stock air box, suspension or chassis. Brake rotors, pads and lines may be upgraded, but stock brake calipers and master cylinders must be retained. Other changes are allowed to: exhaust, tires, gearing, jetting, handlebars, levers, grips, hand guards and cosmetics.

2. Must use original equipment (stock) size wheels (must have 21-inch front wheel and 18-inch or 19-inch rear wheel) and full (stock) suspension travel. DOT tires are recommended.

3. Rear axle and foot peg sliders are recommended to help keep the damage to the racing surface to a minimum. Hand guard/bar sliders or non-metal, open-ended hand guards are recommended to help keep the damage to the racing surface to a minimum. Sliders may be required at certain racing venues.

4. Water-cooled engines must use plain water, or water with WaterWetter® (or similar product) at 0.5 ounces per quart of plain water concentration. Glycol-based antifreeze or water pump lubricants of any kind are strictly prohibited.

5. Fluid Containment

    a. Oil filler caps, drain plugs and oil lines must be safety wired.

    b. Oil filter bolts must be secured with safety wire. Spin-on oil filters must be secured with metal clamps and safety wire.

    c. All machines must have a catch device attached that has the carburetor and radiator overflow/vent lines running into it. The crankcase breather lines are also required unless the lines are vented to the air box. The vent lines coming out of the engine must be routed into a heat-resistant catch device of at least 177 mL (6 ounces) capacity.

6. Forks

    a. Fork stops must be installed of sufficient size and strength to prevent fork tubes from contacting the fuel tank in a crash.

    b. Fork oil drain screws must be safety wired or taped.

7. Tires

    a. Tires permitted in competition must meet the following criteria (unless otherwise specified by class requirements):

    b. Class C Flat Track tires

    c. Roadrace slicks

    d. Cut roadrace slicks

    e. Roadrace rain tires

    f. Any DOT tire excluding DOT knobby tires

    g. Lights: headlight, taillight and turn signals must be removed or taped. Clear tape may not be used.

8. Technical Inspection

    a. All race bikes must meet AMA requirements and the technical inspection process must be successfully completed prior to any on-track activity and remain in compliance at all times on track.

    b. By participating in the event, the rider agrees to conform to AMA and recognized organization rules. Passing the technical inspection does not give immunity from protest.

    c. The rider or their crew is required to point out any problems or potential problems with the rider's race bike.

    d. If the referee or technical inspector doesn't notice an illegal modification or a failure to conform to AMA requirements, the rider is still responsible for the machine to meet AMA or recognized organization requirements.

e. The referee or technical inspector may, at any time, re-inspect any race bike and revoke approval if the machine no longer meets these requirements.

9. Race Rules

a. It is recommended that race distance will be determined by a number of laps that most closely meets a time of 15 minutes plus two laps in duration. At the discretion of the race referee, race distances may be shortened.

b. A heat race and final type program will be used.

c. Race direction can be either clockwise or counter-clockwise.

10. Rider Briefings

a. All riders entered in a meet must attend the rider briefing/meeting.

b. The race referee may call roll or spot-check attendance.

11. Starting Procedures

a. The official starting line for each starting row will be plainly marked with approximately 12 feet between each row to form a grid.

b. There are four starting positions per row, approximately 6 feet apart. Each starting position will have a front and rear grid mark, approximately 12 inches apart, representing the area where the front tire contact patch must be located to be properly staged. Starting lights or flags will be displayed in front of the first row and in view of each rider.

c. At a time designated by the race referee, the grid will be closed to all competitors. Those riders who have not reported to the grid will be barred from that particular race.

d. Once staged and the starter begins the starting procedure, no rider may move forward in the grid.

e. Should a rider's front wheel axle cross the designated front grid mark before the green light/flag signal, the rider will have jumped the start and a penalty will be assessed. A rider who jumps the start will be moved to the penalty line (the row following the last row of riders). Riders who jump the line just prior to the start will be penalized a minimum of four finish positions, and at the discretion of the race referee, 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.

12. Pro-Am Classes

a. Riders who hold or have previously held an A classification or a Pro license from a recognized motorcycle race sanctioning body within the past two years may enter Pro/Am classes.

b. Pro riders aren't eligible for any factory contingency awards for the event unless otherwise stated in the contingency program guidelines or rules.

c. Any rider entered in any of the Pro/Am classes isn't eligible to race in any amateur class except an A class.

d. The following classes allow unlimited modifications unless otherwise noted.

(1) Open Pro/Am: Single-cylinder machines with a displacement of 250cc-unlimited or twin-cylinder machines with a displacement of 250-575cc.

(2) 450 Pro/Am: Single-cylinder machines with a displacement of 125-250cc two-stroke, 250-450cc four-strokes or twin-cylinder machines with a displacement of 250-450cc.

(3) 250 Pro/Am: Single-cylinder machines with a displacement of 125-144cc two-stroke or 200-250cc four-strokes.

(4) ATV Pro/Am: Pro or Expert rider, unlimited displacement single- or twin-cylinder machines. Stock frame and ATV engine cases from the original manufacturer of that make and model are required. OEM frames may have material added for strength; these changes shall not affect frame geometry. Minimum age is 16.

Notes:

SECTION 3.9
SPEEDWAY AND SPEEDWAY LONG TRACK MEETS

A. Rider Licensing and Classification

1. New riders, riders of unknown ability, and inactive riders may be required to pass a test consisting of two-to-four solo laps. The rider must show they can control their motorcycle. The rider must be able to lay down their motorcycle in the event of an emergency to avoid a fallen rider.

2. All riders must present a current and valid AMA competition membership card before taking part in any sanctioned activity.

3. Riders selected for FIM International and World Championship Events will require special licenses. Contact the AMA office for application forms and costs.

4. Rider classification is the option of the promoter and referee. Typical rider classifications are:

5. 500cc Class

   a. First Division — Riders earning $600.00 or more of basic Division 1 purse in a single season will be eligible for a two-digit number if available.

   b. Second Division — intermediate riders. At promoter's discretion, second division riders may be moved temporarily to first division for a meet at that particular track only.

   c. Third Division – entry-level riders.

6. The minimum age to ride 500cc Division 1, 2 or 3 AMA is 16. The limit for the minimum age (16) starts on the date of the rider's birthday. Exception to the rule: It is possible to ride 500cc, the same year you turn 16 with promoter and referee approval and recommendation and may not ride 250cc anymore.

7. No maximum age

8. Under 21 Classification

   a. 16 to 21 years old.

   b. Starts on the competitor's 16th birthday and ends at the end of the year in which they turn 21.

9. Youth Speedway

   a. Youth Speedway classes are available for riders ages 4-17. Ages are for the maximum displacement only. (If a rider turns maximum age during the season of racing, they may continue the classification. However, if the rider races in an upper class, they cannot return to the lower classifications).

b. Promoters, referees, parents and guardians are reminded that not only engine size, but also "machine fit" is important in Speedway competition. The rider 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 one or both feet on the ground. The referee has the authority to disqualify riders who cannot competently control their machines.

10. Youth Classification

a. Pee Wee

(1) Class 1: 4-10 years old – 51cc maximum displacement, two-stroke or four-stroke air-cooled engines. Eligible models include Honda XR50, Honda CRF50, Suzuki JR50, Yamaha PW50 and Yamaha TT-R50. Promoters may offer an additional class to include the liquid-cooled, 2-stroke, 50cc motocross motorcycles. Riders may be classified at option of promoter as Division 1, 2 or 3 (beginner). Under no circumstances may Class 1 machines be allowed on the track at the same time as larger machines.

(2) Mini Class 2: 7-***14*** years old – Engines must be homologated for the 150cc Mini Speedway Motorcycle Racing Class Standards. The following engine is homologated. No other engines are eligible. YX 1P56FMJ (140cc) Promoters may offer an additional class to include motorcycles that do not meet the 150cc Mini Speedway Motorcycle Racing Class Standards.

(3) Riders may be classified at option of promoter as Division 1, 2 or 3 (beginner).

(4) For FIM 85cc and 125cc Gold Cup, the age limits are ***11-15*** years old. Rider's eligibility starts on their ***11th*** birthday and continues until the end of the year that they turn ***15***.

b. Junior

(1) Class 3**:** 11-17 years old – Up to 250cc maximum displacement for four-stroke air-cooled engines; allowance to 267cc is extended to air-cooled Jawa and Weslake engines manufactured prior to 2004. Riders may be classified at option of promoter as Division 1, 2 or 3 (beginner).

(2) For FIM 250cc Gold Cup, the age limits are ***13-16*** years old. Rider's eligibility starts on their 13th birthday and continues until the end of the year that they turn ***16***.

c. Class 2 and Class 3 machines may be grouped together at the option of the promoter, provided riders compete only within their own classification, i.e. A, B or C. See Chapter 8 for additional equipment regulations for AMA Youth Speedway.

B. 150cc Mini Speedway Motorcycle Racing Class Standards

1. Purpose of the 150cc Mini Speedway class.

   a. To introduce new riders to the sport of Speedway motorcycle racing.

   b. To encourage Speedway motorcycle racing skill development.

   c. To increase the enjoyment of Speedway motorcycle racing for young riders.

   d. To provide level technical standards to encourage new rider participation in Speedway motorcycle racing.

2. Engine

   a. Engines must be homologated for the 150cc Mini Speedway motorcycle racing class. The following engine is homologated. No other engines are eligible.

      - YX 1P56FMJ (140cc)

3. Engine Modifications

   a. No engine modifications are allowed unless specifically noted here.

      (1) Mikuni, Keihin, Molkt, OKO or TB carburetor up to 28mm may be used. Replacement jetting such as main jets, pilot jet, needle jet, jet needle, slide, etc. may be changed. No other modifications to the carburetor may be made.

      (2) Aftermarket intake manifold, heat insulators and intake gaskets may be used.

      (3) Aftermarket air cleaner may be used.

      (4) Aftermarket ignition components may be used. No programmable ignitions.

      (5) Any spark plug may be used.

      (6) Aftermarket friction and steel clutch plates may be used.

      (7) Final drive sprocket may be changed.

      (8) The following camshafts are allowed only. The camshaft cannot be modified.

         a) The standard camshaft with three-bolt sprocket mounting. The standard camshaft has YX part number 208F020.

         b) The following optional camshaft with two-bolt sprocket mounting. It must be used with the two-bolt sprocket with 32 teeth.

Company	*Item Number*	*Notes*
Wholesale Cycle	*1638*	*Includes two-bolt sprocket and valve springs*
T Bolt USA	*WHS-1638*	*Includes two-bolt sprocket and valve springs*
T Bolt USA	*TBW-9004*	*Includes two-bolt sprocket*
Firepower Minis	*TBW-9004*	*Includes two-bolt sprocket*
Pitster Pro	*TBW-9004*	*Includes two-bolt sprocket*

(9) Camshaft sprocket mounting holes may be slotted.

(10) Aftermarket steel valve springs may be used. Valve springs made of titanium or other materials may not be used.

(11) External oil coolers with hoses and fittings may be used.

(12) Kickstarter lever may be removed.

(13) Shift lever may be removed. No shifting (gear changing) during the race. Shift shaft length may be shortened, however at least 1 inch of the shift shaft must remain on the left side of the engine as measured from the oil seal.

(14) Aftermarket oil level dipstick, cam cover, tappet covers, head cover, oil port cover (right side) and ignition cover may be used.

(15) Painting, polishing and plating to exterior engine surfaces are allowed for cosmetic purposes. No internal modifications unless noted here.

4. Exhaust System

   a. Exhaust pipe must be equipped with one of the following silencers.

      (1) Power Pros exhaust silencer, model number HG140-YX

      (2) Coast Fabrication exhaust silencer, model number TBD

   b. The discharge end of the exhaust system may not extend beyond the rear edge of the rear tire.

5. Fuel

   a. Mini Speedway motorcycles must only use pump gasoline that does not exceed 91 AKI (Anti-Knock Index). No other fuels such as racing gasoline, methanol and nitro methane are allowed.

6. Frames and Front Fork

   a. Frames and front fork must be homologated for the 150cc Mini Speedway motorcycle racing class. The following frames are homologated. No other frames are eligible.

      - 4 Robin
      - Antig
      - Hagon
      - Jawa
      - JHR
      - Junior Speedway Engineering
      - McDougal
      - Shupa
      - Stuha
      - Trak Plus
      - Trak Plus Cadet

   b. Repairs and modifications to the frame and fork may be made as long as they are performed in a workmanlike manner. Painting and plating are allowed for cosmetic purposes.

7. Handlebars and Controls

   a. Handlebars must be constructed of steel or aluminum.

   b. Handlebar ends must be plugged or rubber covered.

   c. Clutch lever must have a minimum 0.5-inch diameter ball end.

   d. Throttle controls must be self-closing.

   e. An engine stop switch that is activated when the rider leaves the motorcycle is required. The switch must be located on the handlebar mount or the right half of the handlebar and be operated by a non-elastic lanyard attached to the rider's right wrist. The maximum length of the lanyard is 18 inches.

8. Fenders and Rear Wheel Cover

   a. Front and rear fenders are required.

   b. A cover must be fitted to the right side of the rear wheel that covers the spokes from rim to hub.

9. Chain Guards and Rear Wheel Sprocket

   a. A guard must cover the front sprocket.

   b. A rear sprocket chain guard is required covering all teeth on the sprocket that are not fully engaged by the chain and covering at least 3.0 inches of the chain as it meets the sprocket.

   c. The rear wheel sprocket may be changed.

10. Wheels

    a. Any size front and rear wheels may be used.

b. The maximum opening between spokes on all wheels shall not exceed 3 inches. A cover must be fitted to the right side of the rear wheel that covers the spokes from rim to hub. If the maximum of 3 inches between spokes is exceeded on the front wheel then a wheel cover that covers the spokes from rim to hub is required.

11. Tires

a. The tires approved for Mini Speedway motorcycle racing must be speedway or trials type tires. No motocross tires.

b. The overall width of the rear tire must not exceed 4 inches.

c. Rear tires may not be modified. No material may be removed from tires. Tire sipes may not be cut deeper and additional sipes may not be cut. Tires may not be chemically treated.

d. Two new rear tire edges and any number of used rear tire edges may be used in a single race meeting.

C. Equipment Inspection

1. Technical Inspection

a. The referee has the authority to disqualify any motorcycle that does not conform to the rules and may inspect any part of a motorcycle entered in a Mini Speedway racing event. A motorcycle that passes a pre-race inspection is subject to further inspection any time during the event.

2. Penalty

a. A rider may be penalized for failing a technical inspection where it is determined by the referee that the infraction allowed the rider to gain a racing advantage. Penalties qmay include forfeiture of cash, trophy and points awarded for that event. Stronger penalties including fines and suspension of racing privileges may be incurred for subsequent failures to comply.

D. Engine Claiming

1. The purpose for engine claiming is to maintain cost effective racing and to foster a level technical playing field for the Mini Speedway class.

2. For the purposes of engine claiming, the engine is defined as the entire engine as contained in the crankcases including the head, cylinder, and all covers, intake manifold, carburetor, final drive sprocket and ignition system (including stator, flywheel, CDI box, high tension coil and wiring harness).

3. Any qualified Mini Speedway rider who has taken the checkered flag in a main event, has the right to claim any engine in the same main event. The engine may be claimed during or no later than 30 minutes after the same Mini Speedway main event. If the event is a multi-day event, the claim will be processed after the final event.

4. The claim form must be accompanied by $700 in cash and presented to the referee. Only a qualified rider, or that rider's parent, legal guardian, or legal representative, may make a claim.

5. The owner (or rider) of the claimed engine must immediately deliver the engine intact (with no intentional damage inflicted on engine) with a bill of sale.

6. If more than one claim is received for the same engine, the referee will hold a drawing to determine the new owner. A rider / owner may not enter a claim for his own engine.

7. A rider can only claim the same rider's engine once during a season.

8. A rider's refusal to comply with the engine claim will cause the rider to forfeit any cash, trophy and points awarded for that event, as well as a fine of $200 for the first failure to comply. Stronger penalties including suspension of racing privileges may be incurred for failure to comply.

ENTRIES AND FEES

An entry will consist of a rider and qualified machines.

Promoters may charge reasonable entry fees and pit gate admission fees of riders, mechanics and others with access to the pit area. Promoters may limit the number of mechanics in the pit area but must allow at least two per rider.

Riders who are not registered within 30 minutes of the advertised start time of the event may be allowed to compete at the discretion of the event referee.

Riders officially signed in for an event who fail to present themselves at the start or refuse to start in any race which they are scheduled to ride, may be penalized.

RACE RULES

GENERAL

Every club, association, promoter, rider and all other people participating or in any way connected with any event will be bound by these rules for competition. Any supplementary rules, regulations, or procedures established by the AMA or the AMA Speedway Management Committee for the purpose of implementing, interpreting and enforcing these competition rules will be deemed to be a part of the rules.

No one, except riders officially entered, may ride or practice on any racecourse on the day of the event. Unofficial trials on the day of the race event are prohibited. Special exhibitions and supervised practices may be an exception.

Riders are expected to attend all rider's meetings called by the referee and are responsible for being aware of all information provided at the meeting. Each track should establish a consistent starting time if weekly events are staged.

A rider entering the pits must ride or push their motorcycle in the designated entrance and exit lanes of track.

No rider will, at any time, ride in such a manner as to endanger life or limb of other riders, officials or the public.

Except when being raced or tested in designated testing areas, all motorcycles must remain in the pit or paddock area. Riding of competition motorcycles, other than on the actual racetrack or in specifically designated areas, such as a test track, is forbidden. It is strongly recommended that there be no riding of competition motorcycles in the paddock area.

When riders or mechanics test machines in an approved area they must wear a helmet and be suitably attired (pants, shirt and shoes).

Any form of outside assistance on the course is forbidden except when the officials placed by the referee for the purpose of safety give assistance. The rider receiving the assistance cannot re-enter the race.

No betting will be permitted at any event or exhibition sanctioned by the AMA.

When competing in foreign countries, riders will come under the jurisdiction of the competition rules of the FIM and the recognized foreign governing body.

SPEEDWAY RACE EVENTS

It is the obligation of each rider to sign up for each event that they wish to compete in.

Riders are independent contractors and will not be required to ride in any event unless they sign up in advance to participate. The promoter is not required to use any specific riders in a race meet.

Limits on titles — promoters may not hold or advertise any event as an AMA Speedway Championship or National events, or use any title deemed by the AMA to be either national or international in character, or misleading, without written permission.

SPEEDWAY RACE PROGRAMS

The following guidelines are provided to assist promoters in creating efficient and entertaining race programs.

Division 1:

Programs generally should include both handicap and scratch racing. Scratch programs shall have maximum of five riders per heat and handicap programs shall have a maximum of eight riders per heat.

Divisions 2 & 3:

Programs generally are handicap racing only. For Division 2 & 3, scratch program can be used for championships. Division 2 follows Division 1 for the numbers of riders per heat. For Division 3, handicap programs shall have a maximum of six riders per heat and scratch programs shall have a maximum of four riders per heat.

Youth Programs:

Programs can include both handicap and scratch racing with different divisions within the program. Scratch programs shall have a maximum of four riders per heat and handicap programs shall have a maximum of six riders per heat.

Clubman/Amateur Programs:

Programs are typically run with Division 2 and/or Division 3 riders and may include youth divisions. These programs typically do not pay a purse and therefore not subject to the minimum purse requirements. The main purpose of these programs is to allow for extra track time for developing riders. Any rider may sign on in the understanding of the nature of the event. These events are generally held during the off-season.

Handicap program should precede the scratch program.

Scratch program should include the 16 highest-ranked Division 1 riders present.

Scratch and handicap heats should be roughly equal in strength as determined by riders' handicap ratings.

Whenever practicable, handicap and scratch programs should afford all riders at least two starts.

Handicap Program

Each rider's handicap in incremental measurement, typically in yards, will be established prior to the event, based on past performance, and determined by the promoter and referee.

Handicaps may vary from track-to-track and a rider's handicap may be changed during a meeting by agreement of the promoter and referee.

The referee, together with the promoter, may change a rider's handicap, 10-yard increments at a time and up to 20 yards during the course of a race meeting.

Zero yardage riders will begin handicap events with their front wheel at the starting tapes. Other yardage lines will be marked in chalk on the racing surface.

Scratch Program

All-scratch programs may be held but are generally reserved for championship and team events. All riders, unless penalized, start from the starting tapes.

Starting positions for heat races are selected by ballot.

Match Races, Special and Exhibition

These are special events featuring a minimum two riders generally starting from the starting tapes. Typical race distance is four laps.

2ND & 3rd DIVISION & YOUTH PROGRAMS

Programs limited to 2nd and 3rd Division riders may be run and are encouraged because they afford an opportunity for these riders to gain valuable experience. Youth Speedway programs for riders aged 4-17 are also encouraged.

Championship Events and Series

A number of National, Regional, State and Track Championships are recognized and are available for AMA sanction. Championships may be earned from results in a single event or a series of events. The AMA and the AMA Speedway Management Committee may issue supplemental regulations governing such events and series.

AMA SPEEDWAY YOUTH NATIONAL CHAMPIONSHIPS: The AMA Speedway Youth National Championship will be a single-day event or series of events with a traditional 16-rider championship format. The event(s) will be open to all eligible youth riders, invited by the promoter with the approval of AMA Speedway Management Committee.

The standard format for individual championship programs is for 16 riders plus two track reserve riders. Rider starting positions will be selected by ballot by the promoter and the AMA for National Championships.

Track reserve riders are riders that have no programmed heats in the event. The track reserve riders will replace, in rotation, the disqualified or injured riders as stated below:

Unless otherwise stipulated in Supplemental Regulations:

- Reserves alternate rides and cannot ride in more than 5 heats each.
- A reserve takes the place of excluded riders of 2 minutes violations or touches the tapes in heats only.
- Reserves participate for prize money only and do not earn points or advance to “earned races”, i.e. semis or finals.

For a Championship 16-rider format, 20 heats plus two semi-finals and final will be run with scoring on a 3-2-1-0 basis.

Riders must finish a heat to receive points. Lapped riders are disqualified from that heat and receive no points.

Results from the 20 heats are used to advance riders to semi-finals. The Championship 16-rider, 20-heat format:

The Main Event (Intermediate Classification):

Heat Number	Inside Red	Blue	Outside White	Yellow
1	1	2	3	4
2	5	7	6	8
3	10	11	9	12
4	15	14	16	13
5	13	1	5	9
6	14	10	2	6
7	11	15	7	3
8	4	8	12	16
9	6	16	1	11
10	12	5	15	2
11	8	9	3	14
12	13	4	10	7
13	7	12	14	1
14	2	13	8	11
15	16	3	10	5
16	9	6	4	15
17	1	8	15	10
18	9	2	7	16
19	3	12	13	6
20	5	14	11	4

When establishing the order between the riders in the list of Intermediate Classification at the conclusion of Heat 20, or the following the completion of the Semi-Final Heats 21 and 22, any ties will be solved as follows:

1) Precedence will be given to the riders (tied on race points) having the most of first, second, third, or fourth placing's (a "0" for last placing is better than being disqualified for whatever reason).

2) If the tie persists and involves only two riders, precedence will be given to the better-placed rider in the heat or heats where the two riders met.

3) If the tie still persists and involves more than two riders, it shall be checked whether there is a possibility to determine a proper precedence, e.g. three riders tied on points: A, B, C:

   - Rider A has beaten rider B.
   - Rider A has beaten rider C.
   - Rider B has beaten rider C.

Then the precedence will be: rider A, B, and then C.

If riders A, B, or C cannot resolve the tie, then the rider with the lowest number riding jacket or previous years classification will be deemed the better placed rider.

The top eight scorers from the Main Event determine the semi-finals. Riders placed first, fourth, sixth, and seventh in Semi-Final #1. Riders placed second, third, fifth, and eighth in Semi-Final #2. Rider's gate positions for each semi-final will be chosen by the riders, in the order determined by their position in the Main Event. In Heat 21, the rider in first position will have first choice of gate position, followed consecutively by riders in fourth and sixth positions. In Heat 22, the rider in second position will have first choice, followed consecutively by riders in third and fifth positions.

Riders' gate positions in the Final (Heat 23) with are chosen by the participating riders prior to the heat in the order of their finishing place in the semi-finals. The two winners will have first and second choice and the second placed riders will have third and fourth choice.

Draw order of the winners and the second-place riders shall be determined by the total race points including the Semi-Finals. The rider with the highest number of points having first choice, and so on.

The rider winning the Final (Heat 23) will win the event regardless of if they are the top overall point scorer. The top overall point scorer will determine the Series Championship.

SPEEDWAY POINTS FOR NON-CHAMPIONSHIP RACES

Points for the purpose of grading/ranking will be kept by the individual tracks/promoters.

The following procedure for allocation of points may be used:

Handicap	Handicap	Handicap	Handicap
Heats	Semi	Consolation	Main
1-5	1-16	1-34	1-58
2-4	2-14	2-31	2-54
3-3	3-12	3-28	3-50
4-2	4-10	4-25	4-46
5-1	5-8	5-22	5-42
6-0	6-6	6-19	6-38
Scratch	Scratch	Scratch	Scratch
Heats	Semi	Consolation	Main
1-5	1-16	1-34	1-58
2-4	2-14	2-31	2-54
3-3	3-12	3-28	3-50
4-2	4-10	4-25	4-46

AMA SPEEDWAY PURSES:

Standard Event purse

BASIC - $1565.00 to $2999.00.

Overage: Should 24 percent of front gate proceeds exceed the set basic purse? Then overage will be calculated against the set basic purse. *See page 23 for example of calculated overage.*

Each track will establish a basic purse of $1565.00 to $2999.00 for standard events at the beginning of each race season and provide the information to riders at sign up or pre entry. Some tracks could pay a minimum purse of $3000.00 without an overage. Once established, the system will remain in effect the entire racing season at each track. *See page 198 for example of statement.*

Back Yardage: should be paid when any handicap race is won as follows: 40 yds.-- $10 50 yds.-- $20 60 yds.-- $30.

Division I Handicap Payoff

Handicap Heats	Handicap Semi	Handicap Consolation	Handicap Main
1-$10.00	1-$15.00	1-$25.00	1-$130.00
2-$5.00	2-$10.00	2-$20.00	2-$85.00
3-$5.00	3-$5.00	3-$15.00	3-$60.00
4-$5.00	4-$5.00	4-$10.00	4-$50.00
5-$0.00	5-$5.00	5-$5.00	5-$40.00
6-$0.00	6-$5.00	6-$5.00	6-$30.00
X4 Heats	X2 Heats	Consi Total	Main Total
$100.00	$90.00	$80.00	$395.00

Handicap Total $665.00

Division 1 Scratch Payoff

Scratch Heats	Scratch Semi	Scratch Consolation	Scratch Main
1-$15.00	1-$15.00	1-$30.00	1-$170.00
2-$10.00	2-$10.00	2-$20.00	2-$120.00
3-$5.00	3-$5.00	3-$15.00	3-$80.00
4-$5.00	4-$5.00	4-$10.00	4-$55.00
X4 Heats	X2 Heats	Consi Total	Main Total
$140.00	$70.00	$75.00	$425.00

Scratch Total $710.00

Division II Pay Off and Points

Handicap Heats	Points	Handicap Consolation	Points	Handicap Main	Points
1-$ 0.00	5	1-$ 0.00	34	1-$40.00	58
2-$ 0.00	4	2-$ 0.00	31	2-$30.00	54
3-$ 0.00	3	3-$ 0.00	28	3-$20.00	50
4-$ 0.00	2	4-$ 0.00	25	4-$10.00	46
5-$ 0.00	1	5-$ 0.00	22	5-$ 5.00	42
6-$ 0.00	0	6-$ 0.00	19	6-$ 5.00	38

Total $110.00

Division III Pay Off

Handicap Heats	Points	Handicap Consolation	Points	Handicap Main	Points
1-$ 0.00	5	1-$ 0.00	34	1-$25.00	58
2-$ 0.00	4	2-$ 0.00	31	2-$20.00	54
3-$ 0.00	3	3-$ 0.00	28	3-$15.00	50
4-$ 0.00	2	4-$ 0.00	25	4-$10.00	46
5-$ 0.00	1	5-$ 0.00	22	5-$ 5.00	42
6-$ 0.00	0	6-$ 0.00	19	6-$ 5.00	38

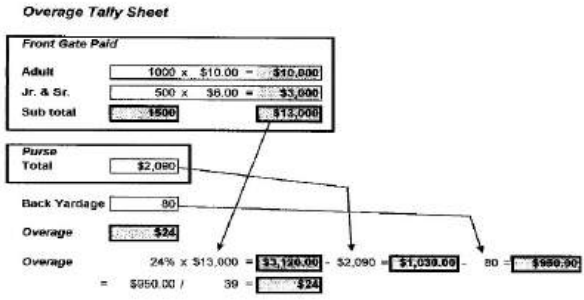
Total $ 80.00

TOTAL BASIC PURSE @ $1,565.00

Exceptions: Start-up promotions in areas where Speedway is not well developed may request approval from the AMA Speedway Management Committee to be recognized as Development Tracks and offer reduced prize money, e.g. 2/3rds of the normal minimum weekly purses $1,043.00. When such approval is granted, the promoter must inform all riders accordingly. Status of Development Tracks is subject to review by the AMA Speedway Management Committee.

Sample of 24 percent system (1000 adults @ $10.00 – 500 Jr Sr @ $6.00) Using a basic purse of $2090.00

39 Points divided as follows:



Place	Scratch Main	Handicap Main
1	6	6
2	5	5
3	4	4
4	3	3
5		2
6		1

Example of statement:

Middle State Speedway will pay a minimum purse of $2200.00 and overage calculated or Middle State Speedway will pay a $3000.00 purse without any overage.

Championship event guaranteed minimum purses

National Championship Series Events $7,500

State Championships $5,000.00

American Final $5,000.00

National Teams or Pairs $3,500.00

Under 21 Championships $2000.00 (NAMU meetings will be reviewed) Classics, Masters, Qualifiers, Track Championships, Team, Fair

Derby and Championship format 1st Division Minimum of $3,000.00.

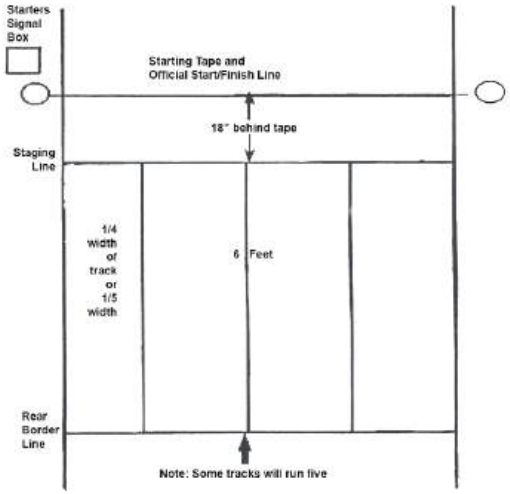
SPEEDWAY RACE RULES

STARTING LINES AND START PROCEDURES

The starting gate will be set up supporting two or three tapes tightly stretched across the track and attached to the sliding portion of the starting gate. They must be directly above the starting line. The lowest tape will be 21" from the track surface. The tapes will not be so strong as to cause injury to a rider colliding with them.

Red and green lights will be placed in the riders' view at turn one and a red light at turn three, or flags to be controlled by the referee may be used.

Starting boxes: four or five boxes evenly divided across the track with the tape line as the front border and lines parallel with the inner edge of the track extending approximately 6 feet behind the start line.



Back yardage lines: in approximately 10-yard increments, i.e. 10 yards behind the starting tapes, 20 yards, 30 yards, etc.). When back yardage lines are in a corner, they will be marked to equalize handicap distance.

PUNCTUALITY IN STARTING

All meetings will be started at the published time unless the referee, at their sole discretion, postpones the start on account of weather conditions or other force majeure.

Riders will always be prepared to start in accordance with the program and when called upon to do so by the pit steward or duly authorized official. Any rider present at the meeting who is not prepared to start (that is, on the track proceeding under power in the direction of the course toward the start line) within two minutes after being called upon will be excluded from the race and replaced by a reserve or tactical substitute. The referee will determine the expiration of two minutes.

START PROCEDURES

All starts will be determined by the following method:

Scratch Starts

On the instructions of the pit steward, riders proceed by the designated route to the tapes, where they come to a stop under the control of the starting marshal with their front wheels within 5 inches of the tapes and within the staging box. The rider and motorcycle must be fully within the staging box; i.e. handlebars cannot be over box staging line.

Once satisfied that the riders are correctly positioned within the staging box, within 5 inches of the tapes, and stationary, the starting marshal leaves the tapes and the green light is activated.

After a pause sufficient to enable the riders to spin their engines and focus their attention on the tapes, the gate is released.

Should the starting gate develop a fault, which cannot be repaired, switching off the green light will start races.

If the tapes are touched after the green light is switched on, the first rider who touched the tapes will be excluded or penalized depending on the policy of the event. Non-championship events the rider will be penalized. In championship events, the rider will be excluded from the heat.

The referee shall have the power to decide a fair start.

Handicap Starts

If back-yardage rider rolls on a start before the tapes go up, the race will be stopped, and the rider penalized 20 yards back from their original starting position.

Exclusions in Starts

A rider taking up the wrong position, not complying with the instructions of the starting marshal, or by any other means wrongly preventing the raising of the tapes or the start of a race, may be excluded, penalized or fined. An excluded rider's place will be taken by a reserve if available.

If through faulty action of the starting gate, or for some other reason, the referee considers a fair start has not taken place, the referee will immediately stop the race by giving the "stop" signal and order a fresh start. Riders will occupy their original starting positions for the re-start.

In first Division handicap, any rider who fails to start in or is excluded from a race that is subsequently ordered to be re-run will be ineligible to take part in the re-run. Further, riders must complete the lap prior to the lap on which the race was stopped in order to take part in the re-run.

In the event of rain or poor track conditions, the referee and promoter will determine a definite late starting time for the purpose of getting the track in satisfactory condition. Once an event has started, the riders must be paid for all heats run. If no spectator refunds are made, the promoter will pay the entire guaranteed purse.

The referee may hear any case in which riders or pit personnel associated with the official program for that particular meeting have arrived at the meeting after the pit gate has been closed, but prior to the commencement of the official program. The decision as to whether the rider or pit personnel may take part in that particular meeting is at the discretion of the referee and promoter.

The referee and promoter will approve any change in the official programs, such as a consolidation of events, added events or additions of riders.

Start and Finish Lines

The start and finish of a race or of an attempt at a record will occur when any part of the rider or their motorcycle passes over the starting line, providing that the rider is in contact with the machine. The start and finish line are at the posts and tapes.

RESTARTS

The referee may exclude any rider in scratch races or penalize in a handicap heat that the referee deems to be the primary cause of a race being stopped.

The referee may allow a reserve rider to take the place of a rider, who is unable to restart due to injury, in heat races only. Any rider eligible to take part in a re-run may change their motorcycle for the re-run.

The referee will stop any race in which an accident has occurred if, in their opinion, it would be dangerous for the race to continue. A red flag and/or red light can be used to stop the race.

The referee may stop any race in which the referee deems to have had an unsatisfactory or unfair start. An unsatisfactory or unfair start can occur if:

1. Any rider is moving, either forward or backwards, prior to the tapes being released.
2. The tapes failed to operate properly.

The referee may stop any race in which one-half or more of the riders fall or do not complete the first lap, including a two-rider match race. It will be the sole discretion of the referee to stop the race and the referee may or may not exclude rider(s) judged at fault.

The race will be red flagged if any rider, in the opinion of the referee, has deliberately "laid down" their motorcycle to avoid a fallen rider. The rider who "laid down" their motorcycle will be allowed their position, and the fallen rider will be excluded in a scratch racing heat or penalized in a handicap heat.

The referee will permit any rider who has fallen, either as a result of being fouled, because they deliberately “laid down” the motorcycle or they left the course in the interest of safety, to take part in the re-run of that event. However, any rider who, in the opinion of the referee, has deliberately "laid down" or stopped their motorcycle to force a restart will be excluded.

If any race is stopped on the first lap, the riders will occupy their original starting positions, including penalty yardage, if any. The referee may elect to exclude a rider or riders from the rerun.

Handicap Restarts

Handicap heats, semis, and mains will be restarted until the race gets to the final scheduled lap. Laps completed will count and will not be re-run. Riders guilty of offenses that causes a race to be stopped will be allowed to restart from the penalty line (10 yards behind the farthest line assigned to a rider in that event). After the first lap, riders will be lined up with adequate spacing, one starting on the zero-yard line according to the position they held on the last completed lap, with the rider causing the restart (unless excluded) behind all other riders.

Scratch Restarts

In scratch heats and semis of regular non-championship speedway programs, if more than one-half the number of required laps have been completed before a red flag is shown, the race will be deemed complete, and the finishing order will be determined by the last complete lap. The referee will be the final judge of the finishing order. If fewer than 50 percent of the required laps have been completed before a red flag is shown, the race will be re-run. This rule does not apply to a championship or match races.

END OF RACES

The starter will signal one lap remaining with a white flag. The race will end with the starter showing the checkered flag.

The referee may, of their own volition, make corrections to the result of a race if the referee judges it to be in the interest of fairness. Such changes must be made before the results of the race have been declared.

Once the referee has declared the results of a race, the results may not be changed by way of a formal protest or appeal.

In the event a rider is excluded from a race, which the rider has finished, the trailing rider or riders will be advanced one place accordingly.

In the event the checkered flag is mistakenly displayed before the official distance has been completed, the race will be considered complete as of the lap when the checkered flag was shown.

In the event the checkered flag is mistakenly displayed after the official distance has been completed, the race will be considered complete as of the lap when the checkered flag should have been displayed.

Every rider who qualifies for a semi-main event will be paid as scheduled, regardless of whether the rider starts or not, unless their failure to start is willful or the rider is otherwise excluded.

If two or more riders are unable to start in an earned position, in a semi, consolation, or main and have not been disqualified by the referee, each rider will be awarded an equal share of the combined purse for the finishing positions.

OUTSIDE ASSISTANCE

A rider who receives outside assistance, in any manner whatsoever, will be excluded from the race.

Any contact with the motorcycle or with the rider, whether in fact it assists the rider or not, may be deemed by the referee to be outside assistance.

In the event riders fall or almost fall but receive no outside assistance, they may continue to race if not excluded by the referee as a safety measure. However, engines may not be restarted during a race.

No one is allowed to enter the race track without the permission of the pit steward or referee.

No pit crews, mechanics or other unauthorized persons will be allowed in the infield.

EXCLUSION

A display of signals to indicate that the rider is excluded from a race will be given as early as is practicable after an offense has been committed. It will be the duty of the starting line official to display the black flag to the rider concerned. If the rider made a legal start, the rider will be entitled to start money.

The referee will exclude a rider if both wheels of the rider's motorcycle have crossed the inner edge of the track, unless the referee deems that such action was taken in the interest of safety.

Any rider whose exclusion from a race has been signaled will immediately withdraw from the course. Failure to comply will incur further penalty.

A rider will throw no item into the grandstands or any public area before, during or after a race meeting. This rule is intended to stop the practice of throwing gloves, helmets, goggles or foreign matter into the crowd and constituting a hazard to the public.

FOUL OR DANGEROUS RIDING

Dangerous riding is defined as a rider who, in the opinion of the referee, is unintentionally riding in such a manner as to be hazardous to the other riders.

Foul riding is defined as a rider who, in the opinion of the referee, purposely uses any part of their body or machine to physically make contact or interfere with another rider, including any rider who steers or drifts from their course in such a manner as to impede any rider who may be attempting to pass.

The referee will exclude or penalize riders who, in the sole discretion of the referee, engage in foul or dangerous riding.

When in the referee’s judgment such conduct has jeopardized the fair chance of one or more of the other riders, the referee will stop the race and order a re-run.

There will be no protest or appeal against a referee’s decision as to foul or dangerous riding.

NOTE**:** Foul riding as described above is to be reported in the referee's report. If a rider commits four violations in a 60-day period at any AMA Speedway events, the rider can be fined and/or suspended from all AMA Speedway events for the remainder of the season. The AMA will be responsible for this decision.

SPECIAL MEDICAL REPORT

To satisfy themselves as to the fitness of a rider to participate in Speedway racing, the AMA and the AMA Speedway Management Committee may require the rider to be examined by a medical doctor. If such medical report deems the rider in question to be medically disqualified, the AMA may withhold, withdraw or suspend the rider's competition privileges.

OFFICIAL FLAGS

Green flag: Indicates start of race or clear track conditions.

Yellow flag: Indicates a potentially hazardous situation on or near the track. Exercise caution.

White flag: Indicates final lap of race.

Checkered flag: Indicates end of race or practice session.

Proceed around course to the designated track exit.

Red flag: Indicates race has stopped and there is an emergency situation.

Black flag: Indicates a problem with your motorcycle or a disqualification. Riders are not permitted to return to the racecourse unless cleared by the referee.

APPAREL

IT IS THE RESPONSIBILITY OF THE RIDER TO SELECT A HELMET AND APPAREL, WHICH WILL PROVIDE APPROPRIATE PROTECTION. ALTHOUGH THE AMA ESTABLISHES EQUIPMENT MINIMUMS, THE AMA DOES NOT ENDORSE OR GUARANTEE SPECIFIC PRODUCTS OR MANUFACTURERS. RIDERS MUST RELY ON THEIR OWN JUDGMENT IN THE SELECTION OF HELMETS AND APPAREL FOR SAFETY AND DURABILITY.

INSPECTION

The referee may disqualify any rider who does not conform to these rules. Availability for inspection is the rider's responsibility.

HELMETS

A full coverage or full-face helmet is required. It is compulsory for all participants taking part in practice and races to wear a protective helmet. The helmet must be properly fastened, fit well, and be in good condition. The helmet must have a chinstrap-type "retention system".

The helmet must confirm to one of the following recognized standards and have a label affixed certifying its approval:

USA:	Snell ***M2020/M2025, M2020R/M2025R, M2020D/M2025D*** or DOT FMVSS 218
Europe:	ECE 22-05/22-06 'P', ***'P/J'***
Japan:	JIS T 8133 : 2015
FIM	***FRHPhe-01 or FRHPhe-02***

EYE PROTECTION

Eye protection is required in the form of a face shield or goggles with shatter-resistant lens material.

GLOVES

Gloves are required and must be made of leather or other comparable protective materials.

FOOTWEAR

Boots are required and must have a minimum height of 8". A steel skid shoe must be worn on the rider's left boot. There should be no sharp edges.

LEATHERS OR UNIFORM

Protective pants made of leather or other durable materials are required.

Leather jackets or long-sleeved jerseys and pads are required.

Jerseys must be tucked in.

The rider's name and number are required to appear on the back of the rider's leathers or jersey. The rider's name must be in block letters. The rider's number must be clearly readable in contrasting letters at least 8" tall.

PIT ATTIRE

All persons in the pits must be neatly dressed and wear shirts, shoes and pants. Open-toed shoes and sandals are not permitted.

Neat appearing team uniforms are encouraged.

The promoter may impose reasonable pit area attire and pit entry qualifications.

Riders permitting improperly attired and/or unqualified individuals to work in their pit area are subject to disciplinary action.

Riders are not allowed in the grandstand or other spectator areas while wearing racing apparel, except when doing duties in relationship to an event organized by the promoter.

TECHNICAL REGULATIONS

Speedway and Long Track motorcycles are two-wheel vehicles making only one track on the ground.

In addition to the general technical regulations in this chapter, regulations specific to Speedway Long Track machines are included at the end of this chapter.

SIDECARS

Speedway sidecars are three-wheeled vehicles making two tracks on the ground, consisting of a motorcycle making one track and a sidecar for a passenger making the other.

The AMA Rules of Competition apply to sidecar classes and competitors. AMA issues on a track-by-track basis and supplemental technical rules for National Championship competitions.

MACHINE CONDITION

The general appearance of motorcycles must be neat and clean. Construction must be workmanlike with no exposed sharp edges.

INSPECTIONS

The AMA does not inspect vehicles in AMA-sanctioned non-championship competitions. In AMA Championship Events, there can be a technical inspection conducted prior to the first heat. Participants are solely responsible for the condition of their vehicles and their competence to operate them.

Where the rules permit or require components to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components and materials and to perform fabrication so that the components will perform in competition with safety.

Technical inspections may be performed at the direction of the referee. Availability for inspection at any time before, during or immediately after the meeting is the rider's responsibility.

The referee may call for inspection any part or component of any motorcycle entered in competition at any AMA-sanctioned meet and may disqualify any motorcycle that does not conform to the Technical Regulations or disallow its use until it has been brought into conformity.

Compliance to the rules is required at any inspection; regardless of if the motorcycle, equipment or riding apparel has passed prior inspections.

EQUIPMENT STANDARDS

500cc Speedway Division 1, 2 and 3 Engines:

Only air-cooled, single-cylinder, naturally aspirated & carbureted four-stroke engines may be used.

Maximum number of valves: four.

Minimum displacement is 350cc.

Maximum displacement is 500cc

Youth Speedway Engines:

Only single cylinder, naturally aspirated two-stroke or four-stroke engines may be used. All four-stroke engines must be air-cooled.

Youth Classes and Displacement limits are as follows:

Class 1: 50cc Mini Class: 0-51cc

Class 2: 66-85cc two-strokes and 75-150cc four-strokes.

Class 3: 66-85cc two-strokes and 75-250cc four-strokes. An allowance to 267cc is extended to air-cooled JAWA and Weslake engines manufactured prior to 2004.

Measurement of Capacity

The capacity of the engine cylinder is calculated by the geometric formula which gives the volume of a cylinder; the diameter is represented by the bore, and the height by the space swept by the piston from highest to lowest point, stroke:

Capacity = D^2 x 3.1416 x C / 4 (D = bore and C = stroke) The measurements should be taken when the engine is cold.

Carburetion and Fuel

A single carburetor with a maximum throat diameter of 34mm must be used, measured at 5mm before and 25mm after the closed throttle valve.

Only neat (pure) methanol (CH3OH) may be used. No additives are allowed.

Oil containment

An effective oil-containment system, which prevents any leaking of oil onto the ground, is required.

No person may dump oil except in a suitable location designated by the promoter. Riders are responsible for the proper disposal of oils and any other toxic or polluting liquids or materials. The promoter is required to provide suitable disposal container.

Frames

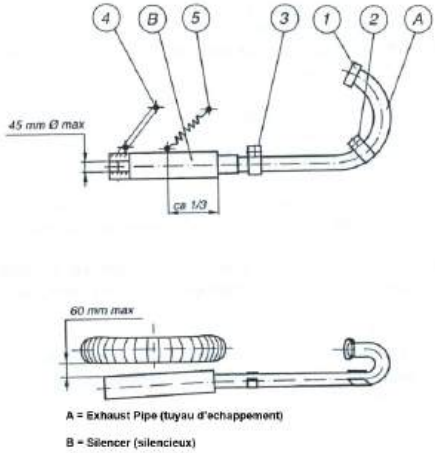
Speedway-type frames are required. No rear suspension is permitted.

Exhaust System

All exhaust gases must pass through an exhaust pipe and approved silencer and must be discharged horizontally and to the rear.

No part of the exhaust system may extend beyond the rear tire.

The exhaust pipe ("A") may not have an outside diameter of more than 50mm.



A = Exhaust Pipe (tuyau d'echappement)

B = Silencer (silencieux)

The exhaust pipe will be secured at a minimum of three points: to the engine head at one point (#1) and the frame at two points (#2 and #3).

The silencer will be secured at a minimum of two points: to the frame at one point (#4) and clamped to the exhaust pipe. Forward to the frame from within the front 1/3 of the muffler (“B”) with a flexible steel wire (#5) to act as a safety device.

The gap between the silencer and rear wheel may not exceed 2.5".

Silencers may not be modified from the approved design.

Promoters will maintain and make available a list of approved silencers at their respective facilities.

Transmission Guards

The primary chain drive must have a fully enclosed safety cover that protects against accidental contact with chain or clutch parts. The following exceptions are allowed:

- The vertical plane facing the motorcycle center may be open.
- A hole is allowed on the vertical plane facing away from the motorcycle center, sufficient only to remove the clutch pressure plate and clutch plates.
- 10mm or smaller holes are allowed, provided the number or placement of the holes does not compromise the integrity of the guard.
- Sufficient clearance for rear chain entry and exit.

Additional protection from a broken primary chain flying upwards must be provided by a bolt or rod of 10mm minimum diameter and of sufficient length, mounted parallel to the clutch shaft and placed adjacent to the clutch within 45 degrees rearward of the bottom of the clutch.

The final drive sprocket must be covered by a dedicated guard or by shared coverage from the primary transmission guard.

A rear sprocket/chain guard is required that covers all teeth on the sprocket that are not fully engaged with the chain, and that covers at least 3 inches of the chain as it meets the sprocket.

Brakes

Brakes are not allowed.

Wheels and Tires

Wheel sizes must be 23" diameter (front) and 19" (rear) for 500cc speedway and 19” diameter (front) and 17” (rear) for 250cc. 22” diameter (rear) tires are approved for use at Long Track events on either speedway or long track machines.

Tires will be of an approved model and brand and may not be modified. Current approved tires are as follows:

MITAS 3.75-19/SW 05 and 3.75-19/SW 07

Anlas SW001, SW002, ***and SW003.***

Specifically, no material may be removed from tires and no new sipes may be added to tires, nor may tires be chemically treated.

Promoters may establish "edge rules" for weekly programs. No edge rules will be enforced for special events or AMA USA Speedway Championship events.

Fenders and Wheel Covers

Fenders are required over the front and rear wheels.

The front fender will commence no less than 5 degrees forward of a vertical line through the front axle and extend back at least 45 degrees from that line.

The rear fender will commence no less than 5 degrees behind a vertical line through the rear axle and extend forward at least 45 degrees from that line.

Fenders must cover the entire width of the tire but may extend no more than 1" beyond either side of the tire.

A cover must be fitted to the right side of the rear wheel that covers the spokes from rim to hub.

Handlebars and Controls

Handlebars must be constructed of aluminum alloy. Handlebar ends must be plugged or rubber covered. The repair of cracked or broken handlebars is prohibited.

Control levers must have at least a 5/8" diameter ball end.

Throttle controls must be self-closing when not held by hand.

Ignition cutout system: An automatic "dead man's" ignition cutout switch that is activated when the rider leaves the motorcycle is required.

An ignition cutout must be fitted on the handlebar or the handlebar mount, as close as is practicable to the throttle. The ignition cutout must stop the engine immediately, by the simple action of pulling a lanyard or a non-elastic string attached to the rider's right wrist.

Maximum extended length of lanyard is 18".

Neither the handlebars nor the front forks may be part of the switch's electrical circuit.

Footrests

A right-side footrest is required and may not extend more than 12.5" from the centerline of the motorcycle.

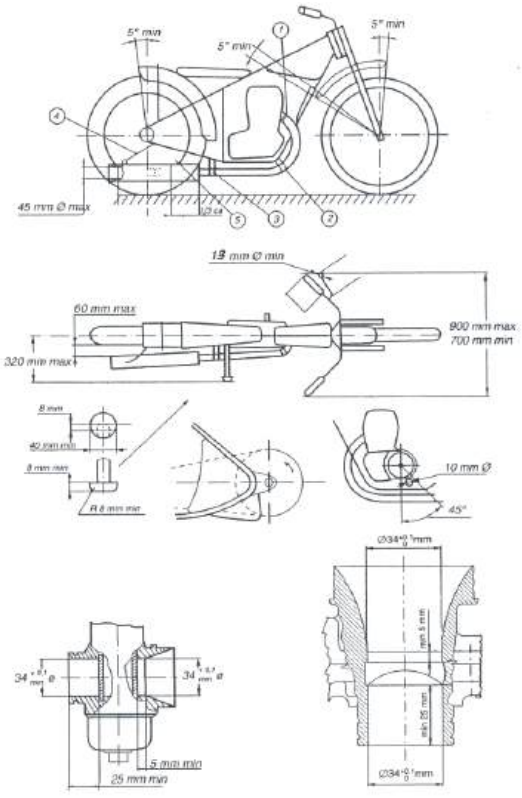
The outer edge of the right footrest must be a minimum 40mm in diameter and 8mm thick with a minimum 8mm outer edge radius.

Number plate and numbers

A front number plate displaying the rider's number is required. Numbers must be clearly visible, in a block style, done in a professional manner.

Numbers must be at least 6.0" tall and have a minimum 1" wide stroke.

Numbers must be of one color on a contrasting background.



SPEEDWAY LONG TRACK SPECIFICATIONS

Only air-cooled, single-cylinder, naturally aspirated & carbureted four-stroke engines may be used.

Maximum number of valves:four.

Minimum displacement is 350cc.

Maximum displacement is 500cc.

A single carburetor must be used, with a maximum throat diameter of 34mm, measured at 5mm before and 25mm after the closed throttle valve

Frame: Long Track style frames with twin- or single-shock rear suspensions, as well as rigid Speedway-type frames, are allowed.

Wheel Sizes: Wheel sizes must be 23" diameter (front) and either 19" or 22" diameter (rear).

Tires: Tires will be of an approved model and brand. No material may be removed from tires and no new sipes may be added to tires, nor may tires be chemically treated. Tires may not be modified. Promoters may establish edge rules for local programs. No edge rules will be enforced for AMA Speedway Championships.

Transmission: Maximum gears: two.

150cc Mini Speedway Motorcycle Engine Claim Form

Track

Track Name _____

Event Date _____

City _____

State _____

Zip _____

Rider Making Engine Claim

Rider Name _____

Racing Number _____

Address _____

City _____

State _____

Zip _____

Main Event Finish _____

Rider Signature _____

Phone (_____) _____

Engine Being Claimed

Rider Name _____

Racing Number _____

Main Event Finish _____

Referee acknowledges engine claim and engine sale were completed per the 150cc Mini Speedway Motorcycle Racing Class Standards.

Referee Signature _____

Date _____

NOTE 1: This claim form must be presented to the referee within 30 minutes of the completion of the main event and be accompanied by $700 in cash.

NOTE 2: Refer to the 150cc Mini Speedway Motorcycle Racing Class Standards; section 1.3 Engine Claiming, for more information on engine claiming.

150cc Mini Speedway Motorcycle Engine Bill of Sale

I hereby certify that I am the lawful owner of the YX1P56FMJ Engine (140cc) and have the authority to sell it. I hereby acknowledge the receipt of $700 in the form of cash from the buyer as full payment for the purchase of the engine, which is sold “AS IS”.

I do hereby grant, sell and transfer full ownership of this engine to the buyer. I certify that this engine, at the time of sale, is free from all encumbrances, taxes, fees and liens except those specified on the title or listed below; and that I (seller) will defend and be held fully responsible for such lawful claims and demands with respect to the engine, if any.

Buyer accepts full liability for the engine, damages and any third-party liability incurred from the engine use from the date of sale.

List any encumbrances, taxes, fees and liens here:

_____

_____

_____

_____

_____

_____

_____

Seller’s Signature _____

Date _____

Buyer’s Signature _____

Date _____

SECTION 3.10
VINTAGE FLAT TRACK MEETS

A. General

1. AMA Pro Racing license holders must wait one full year after their pro license expires to be eligible for Vintage National competition.
2. If one or more main event cannot be run, results will be awarded based on heat and/or semi results.
3. Limit of four classes per rider per meet.
4. Knobby tires will NOT be permitted.
5. Only riders who qualify for main events will receive championship points.
6. Riders who are disqualified from a main event will not receive championship points.
7. Ties in championship points will be broken by number of wins, followed by number of runner-up finishes, and so on.
8. Riders may change bikes for the main event, or a race restart, but the new machine must be eligible for the class originally entered, and the rider must start from the penalty line.

CHAMPIONSHIP POINTS

Championship points will be based on the following points schedule:

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

B. Equipment

1. Definitions
   a. "OEM*" indicates that parts and accessories from different production years are allowed, provided that they are for the same make, model and era as the original, and are of the same design and same material as the original parts and accessories.
   b. "Era Correct*" indicates that parts or accessories that were made in the time period of the original make and model, or similar reproductions thereof, are allowed. This includes parts and accessories that qualify for the OEM* designation.

C. Equipment Eligibility

Except for the 1920s Vintage A Class, only engines that were approved for AMA Class C competition are eligible to compete in the AMA Vintage National Championship series. The year in which an engine was approved for AMA professional Class C competition determines the earliest era in which that machine may compete in the AMA Vintage National Championship series. However, the most recent technology on the machine – as listed within the class-specific rules on the following pages – determines the appropriate era in which that machine may compete in the AMA Vintage National Championship series**.** Refer to Vintage Bore & Stroke document on the AMA Racing webpage which lists every engine that was approved for AMA Class C Competition 1948-1989. Some examples follow:

1. A Harley-Davidson CRS Sprint (1961-1968 era) with a two-piston rear brake (1969-1976 era) belongs in the 1970s Vintage 250cc class (1969-1976 era).

2. A BSA A65 (1961-1968 era) with a WM5 rear rim (1977-1988 era) belongs in the 1980s Vintage 750cc class (1977-1988 era).

3. A Wood-Rotax 500 (1977-1988 era) with WM3 rims (1969-1976 era) and a two-piston rear brake (1969-1977 era) belongs in the 1980s Vintage 500cc class (1977-1988 era).

4. The legality of an engine's displacement is not based on its actual bore and actual stroke of the engine. Each vintage engine is allowed an over-bore, which may result in a displacement larger than the stated displacement limits of the class. The correct procedure is to ensure that the stroke matches the stroke of the approved engine, and then ensure that the measured bore is no greater than the bore of the approved engine plus the over-bore allowance.

D. General Equipment Standards

1. Hydraulic clutches are not permitted, ***except on motorcycles where hydraulic clutches were installed as original factory equipment.***

2. All drain plugs must be safety wired, ***except factory spring-loaded plugs that cannot be drilled without compromising function.***

3. All axles and swing arm pivots must be steel.

4. Front fenders and rear portion of rear fenders may be removed, or special fenders may be fitted. Such special fenders must be made and attached in a safe and workmanlike manner. Rear fenders, when installed, must extend horizontally beyond a vertical plane that goes through the rear axle.

5. Electrical engine monitoring or management systems are not permitted, ***except factory-installed systems originally fitted by the manufacturer. Hour meters are also permitted for maintenance tracking***.

6. All motorcycles must be fitted with a guard completely enclosing the primary drive.

7. Fork stops must be installed of sufficient size and strength

to prevent the fork tubes from contacting the fuel tank.

8. The ends of all foot-operated control levers — brake and shift levers, for example — must be rubber-covered.

9. At events and in all classes where brakes are not allowed, all hand and foot-operated brake levers must be removed.

10. All control levers must have a minimum ½" diameter ball end.

11. All motorcycles must be equipped with a functional mechanical engine kill device (compression release, etc) or ignition cut-off switch/button, mounted on the handlebar and within reach of the hand on the handlebar grip.

12. All motorcycles must be equipped with a self-closing throttle mechanism.

13. All footrests must fold backwards and a 45-degree angle. The top of the right-side footrest may be serrated. The end of all footrests must be covered with at least ¼" of rubber. All footrests must not be lower than the lower frame rail.

14. The maximum length of the footrest from the pivot point is 5 inches.

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

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

17. All radiators must have an overflow hose routed to a heat-resistant container with a minimum capacity of 350cc.

18. All machines with a chain primary drive must be fitted with a guard completely enclosing the front primary chain and sprockets. A chain guard back cover is optional.

19. ***Seat tanks are prohibited.***

E. Competition Classes

The General Equipment Overview table provides an overview of the general equipment requirements for each era. This table is provided for general guidance only — the specific rules listed for each competition class elsewhere in this rulebook take precedence over anything shown in this table.

Notes:

General Equipment Overview (1940s thru 1970s)

	1940s (1933-1951 era)	**1960s** (1952-1968 era)	**1970s** (1969-1976 era)
Bore	As approved for Class C Competition. An 0.080" overbore is allowed.		
Stroke	As approved for Class C competition.		
Front Brakes (ST, HM, M)	None are permitted.		
Rear Brakes (ST, HM, M)	None are permitted.		Drum brake or maximum two-piston caliper disc required
Front Brakes (TT)	Drum brake is required.		Drum brake or maximum two-piston caliper disc required
Rear Brakes (TT)	Drum brake is required.		Drum brake or maximum two-piston caliper disc required
Rim Type	Wire spoke type only		
Rim Width	WM3 (2.15") maximum		
Tires	Modern "wide" rear tires (27.5 X 7.5 or 140/80) are not permitted		
Forks	OEM	35mm diameter maximum. Conventional design only	36mm diameter maximum. Conventional design only
Triple Clamps	Non-adjustable only		
Frames	Period OEM	Period OEM or aftermarket rigid	Aftermarket twin-shock frames are allowed
Shocks	Period OEM	Piggyback shocks are not permitted.	
Carbs	Linkert or Amal are allowed. Mikuni or Keihin are not permitted. See rulebook.	Linkert, Amal, IRZ, Tillotsen, Dell 'Orto, or Mikuni are allowed. Flat slides are not permitted. See rulebook.	Mikuni or Keihin flat slides are not permitted.

General Equipment Overview (1980s thru Hot Rods)

	1980s (1977-1988 era)	1990s (1989-2006 era)	Hot Rods (up to 1988 era)
Bore	As approved for Class C Competition (Some exceptions exist) An 0.080" overbore is allowed.		Any
Stroke	As approved for Class C competition (Some exceptions exist)		Any
Front Brakes (ST, HM, M)	None are permitted.		
Rear Brakes (ST, HM, M)	Required		
Front Brakes (TT)	Required		
Rear Brakes (TT)	Required		
Rim Type	Any		
Rim Width	WM6 (3.50") maximum		Any
Tires	Any		
Forks	Any diameter. Conventional design only	Any diameter. Inverted design are allowed	Any
Triple Clamps	Adjustable are allowed.		Any
Frames	Some single-shock frames are allowed.	Any	
Shocks	Piggy-back shocks are allowed.	Any	
Carbs	Any		

F. Recommended Combined Classes

When individual class entries do not warrant running every class by themselves, promoters are encouraged to run certain classes together, but score them separately for championship purposes. For safety purposes, promoters should not combine any pre-1969 (brake-less) classes with any post-1969 (brakes required) classes. The following class combinations are recommended to encourage consistency amongst all AMA Vintage National events, while ensuring classes with similar speeds are combined:

1. 1940s Vintage 750cc and 1960s Vintage 750cc. The 1960s Vintage 250cc could also be included here, if entries are low enough.

2. 1970s Vintage 360cc and 1980s Vintage 250cc. The 1970s Vintage 250cc could also be included here, if entries are low enough.

3. 1970s Vintage 750cc, 1980s Vintage 750cc, and/or 1990s Vintage 1000cc.

4. 1980s Vintage 500cc and 1990s Vintage 505cc.

G. Class Structure and Eligibility

1. THE 1913-1932 VINTAGE ERA

SIGNIFICANT AMA RULE CHANGES DURING THIS ERA

- Creation of the AMA from the Motorcycle & Allied Trade Association (1924).
- AMA conducts Class A National Championship events on board tracks and dirt tracks.

CLASS: 1920s VINTAGE CLASS A

Era: 1913-1932

Acceptable Configurations: Single-cylinder or V-twin air-cooled four-stroke pocket-valve (intake-over-exhaust), side-valve or overhead valve board-track and Flat Track racing engines built prior to 1930.

Brakes: Brakes are not permitted. If the motorcycle is equipped with a coaster brake — as many early racers were — the brake must be disabled in a secure manner. This may involve securing the pedal cranks to the frame to prevent brake operation.

Carburetor: Era Correct*, original or reproduction. Shebler Deluxe, Linkert M Series, or barrel-type are allowed.

Engine: Era Correct*, original or reproduction. As approved for AMA Professional Class A competition.

Engine, cases: Era Correct*, original or reproduction.

Engine, clutch: Countershaft or crankshaft clutches are allowed.

Engine, cylinder: Era Correct*, original or reproduction.

Engine, head: Era Correct*, original or reproduction.

Engine, transmission: Era Correct*. True Class A motorcycles did not have transmissions, so the use of transmissions is discouraged. If the motorcycle has a transmission, it must be locked in one gear.

Exhaust: Era Correct*.

Frame: Era Correct*, original or reproduction, rigid style only. Period style, stock style, modified stock style, full-loop short-coupled style racing frame or keystone-style racing frames are allowed. Welded tube frames are not permitted.

Frame, forks: Era Correct*, original or reproduction stock style, spring-type, rigid truss-style, leaf-spring style, or Merkel type are allowed. Hydraulic shocks or dampening are not permitted.

Frame, seat: Era Correct*. No modern seats are permitted.

Frame, shocks: Rigid rear suspension only.

Handlebars: Era Correct*, original or reproduction, dropped style only. No flat track bars are permitted. All handlebars must drop below the horizontal plane of the top of the triple clamps, and not exceed 35 inches in width.

Ignition: Era Correct*. Original type magneto or period battery ignition with points are allowed. Electronic ignitions are not permitted.

Reed Valves: Not applicable

Restrictors: None.

Rim, front: WM2, 1.85" maximum width. Wire spoke type only. Clincher rims or drop-center rims are allowed.

Rim, rear: WM2, 1.85" maximum width. Wire spoke type only. Clincher rims or drop-center rims are allowed.

Rolling Starts: All Class A races will begin with a rolling start.

Tank, fuel: Era Correct*.

Tank, oil: Era Correct*.

Tire, front: 28" x 2¼" ribbed racing tires, 21" x 3" Avon-style ribbed Speedmaster tires, button tread or non-skid clincher tires are allowed.

Tire, rear: 28" x 2¼" ribbed racing tires, 21" x 3" Avon-style ribbed Speedmaster tires, button tread or non-skid clincher tires are allowed.

2. THE 1933-1951 VINTAGE ERA

SIGNIFICANT AMA RULE CHANGES DURING THIS ERA

- Introduction of Class C racing (1933).
- Elimination of Class A racing (1938).
- Eligible motorcycles must be approved by the AMA Competition Committee and have at least 25 units produced (1949).
- Brakes continue to be forbidden on all oval track racing, for safety reasons.
- Rigid frames continue to be used due on oval track racing due to inconsistent performance with any rear suspension.
- All professional ranks (Novice-Amateur-Expert) run 500cc overhead valve or 750cc flat-head engines on all oval tracks, including short tracks.
- The TT format is introduced, based on the Isle of Man TT concept, allowing up to 80ci displacement.

SIGNIFICANT NEW RACING MODELS DURING THIS ERA

- BSA ZB Gold Star (500cc overhead valve single)
- Harley-Davidson WR (750cc side-valve twin)
- Indian 648 Big Base Scout (750cc side-valve twin)

- Norton 30M Manx (500cc overhead valve single)
- Triumph T100 (500cc overhead valve twin)

CLASS: 1940s VINTAGE 750cc

Era: 1933-1951

Acceptable Configurations: On short track, half-mile, and mile courses, 750cc side-valve four-stroke or 500cc overhead valve four-stroke. On TT courses, up to 80cc is allowed.

Brakes: On short track, half-mile, and mile courses, brakes are not permitted. On TT courses, operational front- and rear-wheel brakes — OEM* mechanical drum, same make and model as the engine, 1933-1951 era — are mandatory.

Carburetor: Era Correct*, or Linkert: M Series or S series; Amal: Type 29, 76, 276, TT, or RN. Mikuni or Keihin are not permitted.

Engine: As approved for AMA Professional Class C Competition for the 1951 season (or earlier).

Engine, cases: OEM* same make and model as original.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080" is allowed. ***BSA 500cc twin, Harley-Davidson "W" series, or Indian Scout cylinders must be cast iron. Triumph 500cc pre-unit cylinders may be either cast iron or aluminum. Harley-Davidson "K" series cylinders are not permitted. Spacers placed between the cylinders and the crankcases are not permitted.***

Engine, head: OEM* same make and model as original. ***Harley-Davidson "K" model heads and Triumph "Delta" splayed intake heads are not permitted.***

Engine, transmission: OEM* same make and model as original engine. Four-speed maximum. Hand-shift to foot-shift conversions, military or otherwise, are not permitted. If the original model was hand-shift/foot-clutch, bike must be configured the same.

Exhaust: Era Correct*.

Frame: OEM*, 1933-1951 era, same make and model as the engine. No alterations are permitted. 1951 Matchless/AJS may use the 1951 Matchless/AJS swing-arm frame.

Frame, fender: If a rear fender exists, it must extend horizontally beyond a vertical plane that goes through the rear axle.

Frame, forks: OEM*, 1933-1951 era, same make and model as original. No alterations are permitted. Adjustable triple clamps are not permitted.

Frame, seat: Era Correct*.

Frame, shocks: 1951 Matchless/AJS may use OEM* period-correct shocks. Piggyback or remote reservoir shocks are not permitted.

Ignition: Aftermarket ignitions are allowed.

Reed Valves: Not applicable

Restrictors: None.

Rim, front: WM3, 2.15" maximum width. Wire spoke type only. Mag type wheels are not permitted.

Rim, rear: WM3, 2.15" maximum width. Wire spoke type only. Mag type wheels are not permitted.

Tank, fuel: OEM*, 1933-1951 era, same make and model as original.

Tank, oil: OEM*, 1933-1951 era, same make and model as original.

Tire, front: 27.0 X 7.0, 130/80, or 4.00" width maximum.

Tire, rear: 27.0 X 7.0, 130/80, or 4.00" width maximum. Modern 27.5 X 7.5 or 140/80 tires are not permitted.

3. THE 1952-1968 VINTAGE ERA

SIGNIFICANT TECHNOLOGICAL ADVANCEMENTS DURING THIS ERA

- Aftermarket rigid frames (1967)
- 35mm Ceriani forks (late 1960s)

SIGNIFICANT AMA RULE CHANGES DURING THIS ERA

- Eligible Class C motorcycles must be approved by the AMA Competition Committee and have at least 200 units produced.
- The Grand National Championship is established (1954)
- 250cc maximum displacement on short tracks (1961) and all Novice competition (on all tracks by 1964)

SIGNIFICANT NEW RACING MODELS DURING THIS ERA

- BSA BB, CB, DB, and DBD Gold Stars (500cc overhead valve singles) and A65 (650cc overhead valve twin).
- Bultaco Pursang (250cc two-stroke single).
- Harley-Davidson KR (750cc side-valve twin) and CR Sprint (250cc overhead valve single).
- Matchless G50 (500cc overhead valve single).
- Royal Enfield Bullet (500cc overhead valve single).
- Triumph T100R (500cc overhead valve twin).
- Yamaha TD1 (250cc two-stroke twin), DT1 (250cc two-stroke single), and YR1 (350cc two-stroke twin).

CLASS: 1960s VINTAGE 250cc

Era: 1952-1968

Acceptable Configurations: 0-250cc.

Brakes: On short track, half-mile, and mile courses, brakes are not permitted. On TT courses, operational front- and rear-wheel brakes – OEM* mechanical drum only — are mandatory.

Carburetor: OEM* or one of the following exceptions: Linkert: M Series, L Series, or S series; Amal: Mono block, Concentric, GP or TT; IRZ; Tillotsen; Dell 'Orto SS1; Mikuni VM round slides. Flat slides are not permitted. Maximum size allowed is 32mm on singles, 28mm

on twins.

Engine: As approved for AMA Professional Class C Competition for the 1968 season (or earlier).

Engine, cases: OEM* same make and model as original.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080” is allowed.

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine. Five-speed maximum.

Exhaust: Era Correct*.

Frame: OEM* twin shock or rigid frame, the same make and model as the engine. Aftermarket rigid frames are allowed. Adjustable rake steering head or adjustable swing arm pivot are not permitted.

Frame, fender: If a rear fender exists, it must extend horizontally beyond a vertical plane that goes through the rear axle.

Frame, forks: 35mm diameter maximum. Conventional design only. Adjustable triple clamps are not permitted.

Frame, seat: Era Correct*.

Frame, shocks: Piggyback shocks are not permitted.

Ignition: Era Correct*. Aftermarket ignitions are allowed.

Reed Valves: Reed valves are not permitted on two-stroke engines.

Restrictors: None.

Rim, front: WM3, 2.15" maximum. Wire spoke type only. Mag type wheels are not permitted.

Rim, rear: WM3, 2.15" maximum. Wire spoke type only. Mag type wheels are not permitted.

Tank, fuel: Era Correct*.

Tank, oil: Era Correct*.

Tire, front: 27.0 X 7.0, 130/80, or 4.00” width maximum.

Tire, rear: 27.0 X 7.0, 130/80, or 4.00” width maximum. Modern 27.5 X 7.5 or 140/80 tires are not permitted.

CLASS: 1960s VINTAGE 750cc

Era: 1952-1968

Acceptable Configurations: On short track, half-mile, or mile courses, 251cc-750cc side valve four-stroke, 251cc-500cc overhead valve four-stroke, or 251cc-500cc two-stroke. On TT courses, 251cc-900cc is allowed.

Brakes: On short track, half-mile, and mile courses, brakes are not permitted. On TT courses, operational front- and rear-wheel brakes – OEM* mechanical drum only — are mandatory.

Carburetor: OEM*, or one of the following exceptions: Linkert: M Series, L Series, or S series; Amal: Mono block, Concentric, GP or TT; IRZ; Tillotsen; Dell 'Orto SS1; Mikuni VM round slides. Flat slides are not permitted.

Engine: As approved for AMA Professional Class C Competition for the 1968 season (or earlier).

Engine, cases: OEM* same make and model as original.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080" is allowed. ***BSA 500cc twin, Harley-Davidson "K" series, and Triumph 500cc unit twin cylinders must be cast iron. Triumph 500cc pre-unit cylinders may be either cast iron or aluminum. Harley-Davidson "K" series cylinders must not exceed 5.775" in height when measured from base of cylinder to top of cylinder. Harley-Davidson KH/KHR cylinders are not permitted (note: these are taller than 5.775" and may have a casting that includes "-54" on the cylinder base.) Spacers placed between the cylinders and the crankcases are not permitted.***

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original. Four-speed maximum.

Exhaust: Era Correct*.

Frame: OEM* twin shock or rigid frame, the same make and model as the engine. Aftermarket rigid frames are allowed. Adjustable rake steering head or adjustable swing arm pivot are not permitted.

Frame, fender: If a rear fender exists, it must extend horizontally beyond a vertical plane that goes through the rear axle.

Frame, forks: 35mm diameter maximum. Conventional design only. Adjustable triple clamps are not permitted.

Frame, seat: Era Correct*.

Frame, shocks: Piggyback shocks are not permitted.

Ignition: Era Correct*. Aftermarket ignitions are allowed.

Reed Valves: Reed valves are not permitted on two-stroke engines.

Restrictors: None.

Rim, front: WM3, 2.15" maximum. Wire spoke type only. Mag type wheels are not permitted.

Rim, rear: WM3, 2.15" maximum. Wire spoke type only. Mag type wheels are not permitted.

Tank, fuel: Era Correct*.

Tank, oil: Era Correct*.

Tire, front: 27.0 X 7.0, 130/80, or 4.00” width maximum.

Tire, rear: 27.0 X 7.0, 130/80, or 4.00” width maximum. Modern 27.5 X 7.5 or 140/80 tires are not permitted.

4. THE 1969-1976 VINTAGE ERA

SIGNIFICANT TECHNOLOGICAL ADVANCEMENTS DURING THIS ERA

- Trackmaster produces the first aftermarket twin-shock racing frames (1969)
- Mikuni VM round slide carburetors (1969)
- Goodyear introduces the DT-I tire designed specifically for Flat Track use (1972)
- Lectron carburetors (mid 1970s)

SIGNIFICANT AMA RULE CHANGES DURING THIS ERA

- Rear brakes are allowed on oval-track competition for the first time (1969), but they are not mandatory.
- Overhead valve and two-stroke engines are allowed 750cc displacement in Flat Track competition (1969).
- 250cc maximum displacement for short track and Novice competition (1969-1972).
- 360cc maximum displacement for short track and Novice competition (1973-1976).
- Eligible Class C motorcycles must be approved by the AMA Competition Congress and have one complete motorcycle and 24 engines produced (1975).
- Multi-cylinder engines (more than two cylinders) are outlawed from Flat Track competition (1976).

SIGNIFICANT NEW RACING MODELS DURING THIS ERA

- BSA A70 (750cc overhead valve twin) and Rocket 3 (750cc overhead valve triple)
- Bultaco Astro (250cc & 360cc two-stroke singles)
- Harley-Davidson XR750 (750cc overhead valve twin), ERS Sprint (350cc overhead valve single), and MX250 (250cc two-stroke single).
- Kawasaki H1R and H2R (750cc two-stroke triples).
- Norton Commando (750cc overhead valve twin).
- Ossa DMR (250cc two-stroke single).
- Triumph T120/RT and T140 (750cc overhead valve twins) and Trident (750cc overhead valve triple).
- Yamaha TD2 (250cc two-stroke twin), XS650 (650cc overhead cam twin), RT1 (360cc two-stroke single), TT500 (500c overhead cam single), and TZ750 (750cc two-stroke four-cylinder).

CLASS: 1970s VINTAGE 250cc

Era: 1969-1976

Acceptable Configurations: 175cc-250cc two-stroke singles, 175cc-250cc four-stroke singles, or 175cc-250cc four-stroke multis.

Brakes: On all courses, rear-wheel brakes are mandatory. On TT courses, front-wheel brakes are also mandatory. Brakes to be OEM*, mechanical drum, or disc with maximum two-piston caliper. All brakes must be adequate and operational. Wave rotors are not permitted.

Carburetor: Era Correct*. Mikuni or Keihin flat slides are not permitted.

Engine: As approved for AMA Professional Class C Competition for the 1976 season (or earlier).

Engine, cases: OEM* same make and model as original.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080" is allowed.

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine. Six-speed maximum.

Exhaust: Era Correct*.

Frame: OEM* twin shock same make and model as the ***engine***, aftermarket twin shock, and aftermarket rigid frames are allowed. Adjustable rake steering head or adjustable swing arm pivot are not permitted.

Frame, fender: If a rear fender exists, it must extend horizontally beyond a vertical plane that goes through the rear axle.

Frame, forks: 36mm diameter maximum. Conventional design only. Adjustable triple clamps are not permitted.

Frame, seat: Era Correct*.

Frame, shocks: Piggyback or remote reservoir shocks are not permitted.

Ignition: Any.

Reed Valves: Reed Valves are allowed on two-stroke engines.

Restrictors: None.

Rim, front: WM3, 2.15" maximum. Wire spoke or mag type wheels are allowed.

Rim, rear: WM3, 2.15" maximum. Wire spoke or mag type wheels are allowed.

Tank, fuel: Era Correct*.

Tank, oil: Era Correct*.

Tire, front: 27.0 X 7.0, 130/80, or 4.00" width maximum.

Tire, rear: 27.0 X 7.0, 130/80, or 4.00” width maximum. Modern 27.5 X 7.5 or 140/80 tires are not permitted.

CLASS: 1970s VINTAGE 360cc

Era: 1969-1976

Acceptable Configurations: 251cc-360cc two-stroke singles, 251cc-360cc four-stroke singles, 251cc-360cc four-stroke multis, or 175cc-250cc two-stroke multis.

Brakes: On all courses, rear-wheel brakes are mandatory. On TT courses, front-wheel brakes are also mandatory. Brakes to be OEM*, mechanical drum, or disc with maximum two-piston caliper. All brakes must be adequate and operational. Wave rotors are not permitted.

Carburetor: Era Correct*. Mikuni or Keihin flat slides are not permitted.

Engine: As approved for AMA Professional Class C Competition for the 1976 season (or earlier).

Engine, cases: OEM* same make and model as original.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080" is allowed.

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine. Five-speed maximum.

Exhaust: Era Correct*.

Frame: OEM* twin shock the same make and model as the engine, aftermarket twin shock, and aftermarket rigid frames are allowed. Adjustable rake steering head or adjustable swing arm pivot are not permitted.

Frame, fender: If a rear fender exists, it must extend horizontally beyond a vertical plane that goes through the rear axle.

Frame, forks: 36mm diameter maximum. Conventional design only. Adjustable triple clamps are not permitted.

Frame, seat: Era Correct*.

Frame, shocks: Piggyback *or remote reservoir* shocks are not permitted.

Ignition:Any.

Reed Valves: Reed Valves are allowed on two-stroke engines.

Restrictors: None.

Rim, front: WM3, 2.15" maximum. Wire spoke or mag type wheels are allowed.

Rim, rear: WM3, 2.15" maximum. Wire spoke or mag type wheels are allowed.

Tank, fuel: Era Correct*.

Tank, oil: Era Correct*.

Tire, front: 27.0 X 7.0, 130/80, or 4.00” width maximum.

Tire, rear: 27.0 X 7.0, 130/80, or 4.00” width maximum. Modern 27.5 X 7.5 or 140/80 tires are not permitted.

CLASS: 1970s VINTAGE 750cc

Era: 1969-1976

Acceptable Configurations: 251cc-750cc two-stroke multis, 361cc-750cc two-stroke singles, 361cc-750cc four-stroke singles, or 361cc-750cc four-stroke multis.

Brakes: On all courses, rear-wheel brakes are mandatory. On TT courses, front-wheel brakes are also mandatory. Brakes to be OEM*, mechanical drum, or disc with maximum two-piston caliper. All brakes must be adequate and operational. Wave rotors are not permitted.

Carburetor: Era Correct*. Mikuni or Keihin flat slides are not permitted.

Engine: As approved for AMA Professional Class C Competition for the 1976 season (or earlier).

Engine, cases: OEM* same make and model as original.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080" is allowed. ***BSA 650cc/750cc twin, Norton 600cc/650cc/700cc twin, and Triumph 650cc/750cc twin cylinders must be cast iron. Spacers placed between the cylinders and the crankcases are not permitted.***

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine. Five-speed maximum.

Exhaust: Era Correct*.

Frame: OEM* twin shock the same make and model as the engine, aftermarket twin shock, and aftermarket rigid frames are allowed. Adjustable rake steering head or adjustable swing arm pivot are not permitted.

Frame, fender: If a rear fender exists, it must extend horizontally beyond a vertical plane that goes through the rear axle.

Frame, forks: 36mm diameter maximum. Conventional design only. Adjustable triple clamps are not permitted.

Frame, seat: Era Correct*.

Frame, shocks: Piggyback or remote reservoir shocks are not permitted.

Ignition: Any. Harley-Davidson XR750s are not permitted to run Motoplat or PVL ignitions.

Reed Valves: Reed Valves are allowed on two-stroke engines.

Restrictors: None.

Rim, front: WM3, 2.15" maximum. Wire spoke or mag type wheels are allowed.

Rim, rear: WM3, 2.15" maximum. Wire spoke or mag type wheels are allowed.

Tank, fuel: Era Correct*.

Tank, oil: Era Correct*.

Tire, front: 27.0 X 7.0, 130/80, or 4.00” width maximum.

Tire, rear: 27.0 X 7.0, 130/80, or 4.00" width maximum. Modern 27.5 X 7.5 or 140/80 tires are not permitted.

Harley-Davidson XR750 limits: Cylinder heads, ignition, crankcases, oil pump, and cam cover must be 1988 or earlier.

5. THE 1977-1988 VINTAGE ERA

SIGNIFICANT TECHNOLOGICAL ADVANCEMENTS DURING THIS ERA

- Goodyear mass produces the DT-II Flat Track tire (1977).
- Rims wider than 2.15" (WM3)
- Multi-piston rear disc brakes
- Adjustable triple clamps
- Front forks larger than 36mm in diameter
- Piggy-back shocks (but no remote reservoirs, yet)
- Flat slide carburetors
- Big Bore four-stroke singles come into prominence, first on TT races in the 1970s and then on half miles in the 1980s.

SIGNIFICANT AMA RULE CHANGES DURING THIS ERA

- Rear brakes are mandatory on all oval-track competition (1977).
- 250cc maximum displacement for short track and Novice competition (1977-1983).
- 500cc maximum displacement for short track and Novice competition (1984-1986).
- AMA eliminates the professional Novice division (1986).
- 600cc maximum displacement for all single cylinder engines on all dirt tracks (1987).
- AMA allows the engine stroke to be modified to achieve a displacement limit for the first time (600cc in 1988).
- AMA introduces the 600cc National Championship Series (1988).

SIGNIFICANT NEW RACING MODELS DURING THIS ERA

- Ducati Pantah (750cc overhead valve twin).
- GTR NRE-1 (750cc overhead valve twin).
- Honda XR500 (500cc overhead cam single), RS500 (500cc overhead cam single), RS600 (600cc overhead cam single), NS750 and RS750 (750cc overhead cam twins)
- Kennedy American (750cc overhead valve twin).
- Yamaha OW72 and XV750 (750cc overhead cam twins).
- Wood-Rotax 500cc, 560cc, 600cc, and 660cc versions of the Rotax overhead cam single.

CLASS: 1980s VINTAGE 250cc

Era: 1977-1988

Acceptable Configurations: 0-250cc singles.

Brakes: On all courses, rear-wheel brakes are mandatory. On TT courses, front-wheel brakes are also mandatory. All brakes must be adequate and operational. Wave rotors are not permitted.

Carburetor: Any.

Engine: As approved for AMA Professional Class C Competition for the 1988 season (or earlier).

Engine, cases: OEM* same make and model as original.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080" is allowed.

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine. Five-speed maximum.

Exhaust: Era Correct*. All two-stroke motorcycles must be equipped with a packed silencer.

Frame: OEM* twin shock the same make and model as the engine or aftermarket twin shock period frame, Roberts Mono Shock Yamaha 250/360 or Panther-Bolger H-D MX250 linkage frames are allowed.

Frame, forks: Any diameter. Conventional design only. Adjustable triple clamps are allowed.

Frame, shocks: Piggyback shocks are allowed. Remote reservoirs are not permitted.

Frame, seat: Era Correct*.

Ignition: Any.

Reed Valves: Reed Valves are allowed on two-stroke engines.

Restrictors: None.

Rim, front: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Rim, rear: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Tank, fuel: Era Correct*.

Tank, oil: Era Correct*.

Tire, front: 27.0 X 7.0, 130/80, or 4.00" width maximum. Tire,

rear: 27.5 X 7.5, 140/80, or 4.00" width maximum.

CLASS: 1980s VINTAGE 500cc

Era: 1977-1988

Acceptable Configurations: 251cc-500cc two-stroke singles, or 251cc-504cc four-stroke singles.

Brakes: On all courses, rear-wheel brakes are mandatory. On TT courses, front-wheel brakes are also mandatory. All brakes must be adequate and operational. Wave rotors are not permitted.

Carburetor: Any.

Engine: As approved for AMA Professional Class C Competition for the 1988 season (or earlier).

Engine, cases: OEM* same make and model as original.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080" is allowed.

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine. Five-speed maximum.

Exhaust: Era Correct*.

Frame: OEM* twin shock the same make or model as the engine or aftermarket twin shock period frame, C&J Honda RS500/600 horizontal shock on top of motor frame*s* are allowed.

Frame, forks: Any diameter. Conventional design only. Adjustable triple clamps are allowed.

Frame, seat: Era Correct*.

Frame, shocks: Piggyback shocks are allowed. Remote reservoirs are not permitted.

Ignition:Any

Reed Valves: Reed Valves are allowed on two-stroke engines.

Restrictors: None.

Rim, front: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Rim, rear: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Tank, fuel: Era Correct*.

Tank, oil: Era Correct*.

Tire, front: 27.0 X 7.0, 130/80, or 4.00" width maximum. Tire,

rear: 27.5 X 7.5, 140/80, or 4.00" width maximum.

CLASS: 1980s VINTAGE 750cc

Era: 1977-1988

Acceptable Configurations*:* 505cc-750cc four-stroke singles, 251cc-750cc two-stroke twins, or 251cc-750cc four-stroke twins.

Brakes: On all courses, rear-wheel brakes are mandatory. On TT courses, front-wheel brakes are also mandatory. All brakes must be adequate and operational. Wave rotors are not permitted.

Carburetor: Any.

Exception: Four-stroke singles over 600cc must use a single 38mm or smaller carburetor.

Engine: As approved for AMA Professional Class C Competition for the 1988 season (or earlier).

Engine, cases: OEM* same make and model as original.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080" is allowed.

Exception: Any four-stroke single cylinder engine approved for AMA Professional Class C competition before 1988 can be bored – but not stroked – to achieve up to 600cc displacement.

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine. Five-speed maximum.

Exhaust: Era Correct*. All two-stroke motorcycles must be equipped with a packed silencer.

Frame: OEM* twin shock the same make and model as the engine or aftermarket twin shock period frame, Roberts Mono Shock Yamaha XS650/750, C&J/Gary Scott vertical side shock H-D XR750, Honda RS750 factory dirt track linkage frame or Panther-Bolger H-D XR750 linkage frames are allowed.

Frame, forks: Any diameter. Conventional design only. Adjustable triple clamps are allowed.

Frame, seat: Era Correct*.

Frame, shocks: Piggyback shocks are allowed. Remote reservoirs are not permitted.

Ignition: Any. Harley-Davidson XR750s are not permitted to run Motoplat or PVL ignitions.

Reed Valves: Reed Valves are allowed on two-stroke engines.

Restrictors: None.

Rim, front: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Rim, rear: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Tank, fuel: Era Correct*.

Tank, oil: Era Correct*.

Tire, front: 27.0 X 7.0, 130/80, or 4.00" width maximum.

Tire, rear: 27.5 X 7.5, 140/80, or 4.00" width maximum.

Harley-Davidson XR750 limits: Cylinder heads, ignition, crankcases, oil pump, and cam cover must be 1988 or earlier.

6. THE ***1989-2007*** VINTAGE ERA

SIGNIFICANT TECHNOLOGICAL ADVANCEMENTS DURING THIS ERA

- Inverted forks (1994)
- Piggyback shocks with remote reservoirs
- Modern 450cc four-stroke singles
- C&J produces the first mass-produced single shock aftermarket racing frame (1996)

SIGNIFICANT AMA RULE CHANGES DURING THIS ERA

- AMA Grand National half mile and mile events are limited to twin-cylinder engines (1989).
- 600cc maximum displacement for all single-cylinder engines on all dirt tracks (1989).
- AMA eliminates the professional Junior division (1993).
- AMA introduces the 883 Sportster National Championship Series (1993).
- AMA eliminates the 600 National Championship Series (1997).
- AMA eliminates the AMA Pro Regional series' (1997).
- AMA introduces the "National Hot Shoe" series (1997).
- AMA introduces the Supertracker Series for DOT twin-cylinder engines (1999).
- AMA merges the Supertracker Series into the Grand National Series (2002).
- 505cc maximum displacement for all single-cylinder engines on all Flat Tracks (2002).
- 450cc maximum displacement for all single-cylinder engines on all Flat Tracks (2006).
- All TT events are limited to 450cc single-cylinder engines (2006).
- AMA eliminates the 883 Sportster National Championship Series (2006).

SIGNIFICANT NEW RACING MODELS DURING THIS ERA

- Ducati Hypermotard (1100cc overhead cam twin).
- Honda CRF450R (450cc overhead cam single).
- Kawasaki KX450F (450cc overhead cam single) and EX650 (650cc overhead cam twin).

- Suzuki RMZ450 (450cc overhead cam single), SV650 (650cc overhead cam twin), and TL1000 (1000cc overhead cam twin).
- Yamaha YZ450F (450cc overhead cam single).

CLASS: 1990s VINTAGE 505cc

Era: ***1989-2007***

Acceptable Configurations: 0-250cc two-stroke singles, 0-505cc four-stroke overhead valve singles, 0-550cc four-stroke pushrod singles.

Brakes: On all courses, rear-wheel brakes are mandatory. On TT courses, front-wheel brakes are also mandatory. All brakes must be adequate and operational.

Carburetor: Any.

Engine: As approved for AMA Professional Class C Competition for the ***1994*** season (or earlier) ***or produced between 1995 and 2007***.

Engine, cases: OEM* same make and model as original.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Exception: Four-stroke overhead valve and pushrod engines may modify the OEM* bore and/or stroke to achieve the 505cc and 550cc displacement limit, respectively.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080" is allowed.

Exception: Four-stroke overhead valve and pushrod engines may modify the OEM* bore and/or stroke to achieve the 505cc and 550cc displacement limit, respectively.

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine. Six-speed maximum.

Exhaust: Any. All two-stroke motorcycles must be equipped with a packed silencer. Mufflers are required on all motorcycles to achieve a 105 dB limit.

Frame: 2006 or earlier frame. OEM* frame the same make and model as the engine. Aftermarket twin shock, single shock, or linkage frame are allowed.

Frame, forks: Any. Inverted design is allowed.

Frame, seat: Any.

Frame, shocks: Any.

Fuel injection: Four-stroke overhead valve engines with OEM* fuel injection may be changed to carburetor, but four-stroke overhead valve engines with OEM* carburetor cannot be changed to fuel injection. Aftermarket fuel injection throttle bodies are not permitted. OEM* throttle bodies cannot be modified. If OEM* fuel injection is retained, the OEM* rubber manifolds must be retained.

Ignition: Any.

Reed Valves: Reed Valves are allowed on two-stroke engines.

Restrictors: None.

Rim, front: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Rim, rear: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Tank, fuel: Any.

Tank, oil: Any.

Tire, front: 27.0 X 7.0, 130/80, or 4.00" width maximum.

Tire, rear: 27.5 X 7.5, 140/80, or 4.00" width maximum.

7. CLASS: 1990s VINTAGE 1000cc

Era: ***1989-2007***

Acceptable Configurations: ***335cc-500cc two-stroke singles,*** 506cc-600cc four-stroke singles, ***601***cc-750cc four-stroke twins, 883cc Sportsters, ***751***cc-1000cc four-stroke ***water-cooled*** DOT twin Supertrackers, or 751cc-1250cc four-stroke two-valve air-cooled pushrod DOT twin Supertrackers.

Brakes: On all courses, rear-wheel brakes are mandatory. On TT courses, front-wheel brakes are also mandatory. All brakes must be adequate and operational.

Carburetor: Any.

Engine: As approved for AMA Professional Class C Competition for the ***1994*** season (or earlier) ***or produced between 1995 and 2007***.

Engine, cases: OEM* same make and model as original.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Exception: Four-stroke DOT twin engines may modify the OEM* bore and/or stroke to achieve the 1000cc and 1250cc displacement limit, respectively.

Engine, cylinder: OEM* same make and model as original. Bore as approved for AMA Professional Class C competition. Overbore of 0.080" is allowed.

Exception: Four-stroke DOT twin engines may modify the OEM* bore and/or stroke to achieve the 1000cc and 1250cc displacement limit, respectively.

Engine, head: OEM* same make and model as original.

Engine, transmission: OEM* same make and model as original engine.

Exhaust: Any. Mufflers are required on all motorcycles to achieve a 105 dB limit.

Frame: Any 2006 or earlier frame. OEM* frame the same make and model as the engine. Aftermarket frame twin shock, single shock, or linkage.

Frame, forks: Any. Inverted design is allowed.

Frame, seat: Any.

Frame, shocks: Any.

Fuel injection: Supertrackers with OEM* fuel injection may be changed to carburetor, but Supertrackers with OEM* carburetor cannot be changed to fuel injection. Aftermarket fuel injection throttle bodies are not permitted. OEM* throttle bodies cannot be modified. If OEM* fuel injection is retained, the OEM* rubber manifolds must be retained.

Ignition: Any.

Reed Valves: Not applicable.

Restrictors: None.

Rim, front: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Rim, rear: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Tank, fuel: Any.

Tank, oil: Any.

Tire, front: 27.0 X 7.0, 130/80, or 4.00" width maximum.

Tire, rear: 27.5 X 7.5, 140/80, or 4.00" width maximum.

Weight: Harley-Davidson XR750 and Honda RS750 must weigh at least 310 pounds. Supertrackers must weigh at least 330 pounds.

883 Sportster Limitations: OEM* fuel tank, frame, forks, seat, and oil tank. Carburetor must be OEM* or Screaming Eagle replacement.

Exception: If the 883 Sportster is considered a "Supertracker", then the rules are less restrictive.

8. HOT ROD VINTAGE RACING DIVISIONS

CLASS: HOT ROD VINTAGE SINGLES

Era: pre-1988

Acceptable Configurations: Any single-cylinder engine.

Brakes: On all courses, rear-wheel brakes are mandatory. On TT courses, front-wheel brakes are also mandatory. All brakes must be adequate and operational.

Engine: Cases must be from a make and model approved for AMA Professional Class C Competition prior to the 1989 season.

CLASS: HOT ROD VINTAGE MULTIS

Era: pre-1988

Acceptable Configurations: Any multi-cylinder engine.

Brakes: On all courses, rear-wheel brakes are mandatory. On TT courses, front-wheel brakes are also mandatory. All brakes must be adequate and operational.

Engine: Cases must be from a make and model as approved for AMA Professional Class C Competition prior to the 1989 season.

9. VINTAGE OPEN RACING DIVISIONS

CLASS: 50+ VINTAGE OPEN

Age Limit: Riders must be at least 50 years of age on the day of the event.

Era: 1969-1988

Acceptable Configurations: All motorcycles that are eligible to complete in any of the 1969-1988 era classes.

CLASS: 60+ VINTAGE OPEN

Age Limit: Riders must be at least 60 years of age on the day of the event.

Era: 1969-1988

Acceptable Configurations: All motorcycles that are eligible to complete in any of the 1969-1988 era classes.

Notes:

SECTION 3.11
VINTAGE ROAD RACING MEETS

A. Definitions and Categories

1. Competition machines will be classified according to actual displacement, degree of modification, age and performance index. For the purpose of better interpreting the rules, the following DEFINITIONS are listed:

   a. CATEGORY refers to the general type of motorcycle. There are four major categories: Superstock, Superbike, Formula (Grand Prix), and Vintage. Vintage has subcategories as well.

   b. CLASS generally refers to a grouping based on engine size within a category.

   c. CHANGE means the addition of aftermarket or "optional" parts or accessories designed to increase safety, performance, and reliability or reduce costs.

   d. ALTERED or MODIFIED means cutting, grinding, milling, porting, boring, drilling, bending, welding, brazing or soldering other than normally accepted maintenance and repair procedures.

   e. OEM is defined as Original Equipment from the Manufacturer.

   f. OEM TYPE is defined as aftermarket equipment manufactured to all original specifications in dimension and design.

   g. REMOVED is defined as unbolted — not cut off.

   h. PERFORMANCE INDEX occurs when a motorcycle is demonstrably faster or slower than others in its displacement group, and may, at the discretion of the officials, be assigned to another class.

B. General Equipment Standards

1. Materials and Design: Frames, swing-arms, forks must be of period design and materials; any design not clearly documented as a period design must be submitted for written approval at least 30 days prior to competition. Forks must be of a type, size, and style available during the period: no post-period modifications. Rear suspension units must be of a type available during the period.

2. Competitors must bring their motorcycles to Tech for inspection.

3. Every competition machine must be ready to race when it is brought to technical inspection.

4. By participating in the event, the rider implies complete willingness to conform to all rules. Passing technical inspection does not give a competition machine or competitor immunity from protest; if the technical inspector does not notice an illegal modification or a failure to conform to the rules, the rider is still responsible for the competition machine meeting all requirements; be it their own or borrowed.

   The technical inspector must inspect and pass every machine before it will be allowed on the track. The technical inspector will reject any competition machine that does not meet rule requirements. A technical inspector may, at any time, re-inspect any competition machine and revoke approval if the machine no longer meets rule requirements. The technical inspector may at their discretion allow a "temporary fix" for a particular race.

   Any rider who takes their competition machine onto the racecourse when the competition machine does not meet the rules requirements will be assessed a penalty for each infraction. The rider or their crew is required to point out any problems or potential problems with their competition machine.

5. Tech stickers must be affixed on the windscreen for the duration of the event. Competitors must obtain a tech sticker before going on course.

6. A rider or their crew will be allowed to make a safety-related fix at an event in order to participate at that event, provided the fix is not an illegal performance modification (at the discretion of the Chief Technical Inspector for that event). The rider must provide the damaged or broken part(s) along with a written request to the Chief Technical Inspector of the meet and receive approval for said fix. This allowance will be limited to that event.

7. All competition machines must meet rule requirements. A competition machine will not pass technical inspection and will not be marked with a tech sticker until the competition machine is in complete compliance. If any of the items to be inspected are hidden from view by bodywork, those sections of bodywork must be removed prior to arrival at technical inspection.

8. Safety wiring of critical components required. Wire manufactured for the purpose of lock wiring must be used. Stainless steel type with a diameter of 0.025 or 0.032" is common. .020" safety wire on large parts is prohibited; it can only be used on small tightly spaced fasteners. The following item must be safety wired, or secured in a manner approved by Tech:

   a. Anything that holds fluid in should be lock wired, for example: oil filler, level plugs, line bore plugs, oil filter bolts and drains, external oil lines and oil drains, covers with only two or three securing screws. External oil filters (spin on types) must be clamped with a hose clamp and securely safety wired to ensure they will not spin off.

b. All catch tanks must have at least an 8 oz. capacity and be situated so they will not normally overflow unless more than 2/3 full.

c. All fork drains must be safely wired or securely taped or sealed with silicone.

d. All brake stay bolts, brake torque arm bolts, brake actuating lever bolts, and caliper-mounting hardware must be lock wired or secured with a cotter pin.

e. All brake rods and cables with threaded adjusters must be wired or cotter pinned to prevent loss of adjuster nut.

f. Axle nuts must be lock wired or secured with a cotter pin.

g. Exhaust systems must be securely mounted and bolts lock wired. A secondary security system is encouraged. All exhaust systems must not have any sharp ends or parts.

h. Wire or secure all outer throttle cable housing, both ends. All throttles must snap shut without assistance at any steering position.

i. Control cables and wires must be secured with either "zip tie" wraps or safety wire.

j. Master link clip must be installed with the open end of the clip installed pointing away from the direction of chain travel, and the clip must be lock wired.

k. Foot pegs with rubber covers must be lock wired or cotter pinned.

l. Metal tire valve stem caps must be used.

m. All turn signals, luggage racks, mirrors, non-essential brackets, braces, grab rails, center and side stands must be removed.

n. All machines must have an operating kill switch.

o. Steering, brakes, and controls must be properly adjusted. Steering stops must be fitted to prevent clip-ons, handlebars or controls from contacting the fuel tank or fairing at full steering lock in either direction.

9. Catch-cans must be fitted to keep any fluids from spilling onto the racing surface.

10. Water-cooled engines may use plain water, or water with Redline (or similar product, call AMA for verification) cooling system rust and corrosion inhibitor at 0.5 ounces per quart of plain water concentration, Silkolene Pro CCA (Corrosion Control Additive) is also allowed. Glycol based antifreezes are prohibited.

11. Only one engine at a time may be used.

12. Only gasoline may be used as a competition machine fuel. Nothing may be added to the gasoline except commercially available, approved octane boosters and lubricating oils. Gasoline is defined per the AMA Racing Rulebook.

13. All competition machines must have an operating and marked engine kill switch on the handlebars. Engine kill tethers are allowed and are suggested.

14. All competition machines must have a self-closing throttle and operating front and rear brakes.

15. Kick-start levers are allowed to remain on the machine.

16. Glass and plastic lenses must be taped. Clear tape may not be used.

17. Side and center stands must be removed.

18. A steering damper is optional on all machines and must be mounted in a safe and workmanlike manner. The damper must not overly limit the amount of stock lock-to-lock handlebar travel.

19. The license plate and bracket(s) must be removed.

20. Items are deemed safe only if secured in a visible, approved manner. Aircraft nuts, locknuts, Locktite® or similar compound only is not acceptable.

21. The seat or fender must extend toward the rear, past a line drawn vertically through the rear axle.

22. The rider, in position, must be fully visible from the side and top. Transparent material may not be used to circumvent this rule. No streamlining may be attached to the rider or helmet.

23. The machine must be clean.

24. Tires must be in good condition as determined by the technical inspector. No off-road knobby tires may be used in any class. No recapped or retreaded tires may be used in any class unless they have been manufactured by a D.O.T.-approved facility in compliance with CFR 571 and are tested using laser shearography during the manufacturing process. Glued, pre-cured retreads are not allowed.

25. Tire valve caps must be used and should be metal or hard plastic.

26. If speedometer and tachometer cables are installed, they must be safety wired.

27. Side covers that “snap-on” must be removed, wired, taped or bolted in place.

28. Glass headlight covers must be removed. Plastic may be taped over or removed.

29. Clutch and Brake levers must have at least a 1/2" ball on the end.

30. Handlebar ends must have either: (1) end-plugs; (2) be solid; or (3) stock bar-ends must be retained. Handlebar ends may not be hollow or ground to a sharp edge.

31. Belly pans are required on all competition machines. The belly pan should be constructed of a suitable material (i.e. steel, aluminum or fiberglass) and be of a sufficient size and depth to adequately cover the surface area of the bottom plane of the motor and have the ability to contain at least 3 quarts of oil. The belly pan must be affixed to the chassis at a minimum of three points and must contain an absorbent material created for the sole purpose of containing oil. two-stroke and dry sump machines must use a pan with a minimum capacity of 1 quart, or approved oil absorbing material with a screen backing and fastened in a secure manner.

32. Brake pad retaining pins must be secured in a visible manner such as an R Clip or safety wire, silicone is acceptable but not preferred.

33. Competition machines must carry three sets of numbers, one on the front and one on each side. Numbers must be a minimum of 4 inches high, be spaced ½ inch apart and allow ½ inch of unobstructed number plate/background border. Side number plate/background fields must be behind the rider on the machine's tail section or on the lowers on the side of the machine — they must be visible when the rider is in position on the machine. If the side numbers are displayed on the lowers, they must have a ⅛ inch minimum black line around the plate area outside of the required ½ inch of number plate background. Single numbers on the top of the tail are allowed ONLY if the rider has numbers on each side of the lower as well. Numbers must be the rider's correct competition number. Machines not meeting number plate requirements will not pass technical inspection and/or will not be scored when racing. If you are found to have illegible numbers, you may not race again until they are correct.

C. Rider Apparel

1. Rider apparel will follow the AMA Racing Rulebook with the following clarifications.

    a. Competition boots must be worn and must be no less than 8-inches in height. Gauntlet-style racing gloves must be worn. All racing suits must be leather or Kevlar. All suits must be a one-piece garment for racing. Separate jackets and trousers are acceptable only if they zip or snap together to make one piece of clothing. Gloves and boots must be of a fit so there is no gap between them and the leathers. All competition apparel is subject to the judgment of the technical inspector or race manager.

    b. It is required that riders wear back protectors under their leather racing gear unless their racing gear is equipped with a back protector. In general, riders are encouraged to use any and all available protective material, which does not restrict safe operation of their machine.

D. Gridding

1. Competition machines will be gridded based on order of entry, practice/qualifying time, or results of the prior days races as determined officials at the event.

a. There are two basic procedures used for starting a race: a) a group or groups of machines may be separated on the grid by a multi-row break and started simultaneously with one green flag/light OR b) A group or groups of machines will be separated into two or more waves (these waves may also contain multi- row breaks); these waves will be started with each wave getting a separate green flag/light. Waves will have a grid marshal with a wave board separating them on the grid. The method of start used will be determined by the starter, race director and chief registrar. All riders will be notified at the Riders' Meeting and on the grid sheets which races will contain wave starts.

b. Racers will be given a first, second and third call for each class over the track loudspeaker system and or FM station. The first call will be made at the beginning of the previous race with the second call at the halfway point of the previous race and the third and final call at the white flag of the previous race. If riders are NOT in the pre-grid area by the third call, the class may NOT run. Calls may be sped up or lengthened as determined necessary by the officials.

c. Riders running in back- to-back sessions may have their second bike staged in the pit lane with the permission of the grid/pit lane officials. Riders must notify grid/pit officials of back-to-back sessions so that grid/pit officials may assist in the smooth change of motorcycles.

E. Race Procedures

1. Crew and family members are prohibited from access to the racing course for any purpose; a violation will result in a fine of no less than $100. Riders needing medical attention will be attended to by qualified, official race personnel. Disabled motorcycles will be retrieved ONLY by official track personnel.

2. If a race is red flagged after half of the total distance has been run (halfway being defined as the entire field on the lead lap has received the halfway flags), officials may declare the race completed. In that case, riders shall be scored according to their position on the final lap that was completed by the entire field preceding the red flag. Any rider(s) not running on course at the time of the red flag, as well as the rider(s) deemed by officials to have caused the red flag, will not be scored in the final results. In the event a race has been red flagged, the restarted event may be shortened at the discretion of the race director.

3. All events will run rain or shine unless the track is impassable or unsafe as determined by race officials.

4. All travel on the racetrack and pit lane will be ONE-WAY, in one direction. Riders must not travel backwards on the racetrack unless instructed to do so by race officials. Violators will be fined, and/or penalized.

5. Any rider who runs off the track must re-enter the course safely and without attempting to cut the course unless instructed to do so by an official or corner worker. If an advantage is gained, a rider will be subject to penalties of a stop and go penalty and/or loss of laps and/or disqualification and/or fines.

6. In a race crash, the rider and machine MUST be examined by a corner worker. Then, and only then, the rider and machine must proceed directly to pit lane for a technical inspection by a tech official prior to being scored for any additional laps or completing the race. Only after these two inspections have been accomplished, may the rider re-enter the race if the checkered flag is not displayed. If a corner worker is not at the exact crash site, the rider and machine must proceed OFF TRACK to the nearest corner station for the rider and machines examination. The machine in question must be re-teched in its entirety by a technical inspector prior to the racer's next race.

7. Reckless weaving for any purpose, as defined by race officials, will be penalized by a fine and/or disqualification or suspension.

8. Tear-offs are allowed in all series and must only be removed on straightaways.

9. Riders must enter the track at the pit exit/pit out. Riders must not use the pit in/pit entrance road to enter the track.

10. Any competitor intending to pull off the track must signal their intentions and must never cut across the track in front of other riders.

11. Competitors having a lap time of 1.2x or greater than a competitive lap time for their motorcycle or class (i.e. getting lapped in four or less laps) may, at the discretion of the officials, be removed from the track.

12. Burnouts, "lighting up" or spinning the rear tire in the pit, on pit lane or on the grid are not allowed. Offending riders may be penalized.

13. Wheelies in the pit or paddock area are not allowed. Offending riders will be penalized and/or fined. Wheelies done on track in a manner that endangers other riders may cause the offending rider to be penalized.

14. It is the responsibility of each competitor to be aware of all information covered by the AMA Rulebook, Supplemental Rules as well as any information covered at any Rider's Meeting.

15. The AMA reserves the right to impound and/or tear down any machine to check for class compliance at any time.

16. The AMA reserves the right to refuse participation in an event to any person for whatever reasons it deems appropriate.

17. Riders taking action to impede, harass or distract other riders on the track may, along with their team, be penalized by a fine and/or disqualification or suspension.

18. AMA officials will determine the final finishing order in the case of a “photo finish”. The intent of this rule is to allow the officials to override any mistakes in scoring due to positions of transponder location, or possible error in the system that might happen when two bikes cross the line at nearly the same moment.

19. The speed limit off of the racing surface at all facilities (unless posted lower by the track) is 10 MPH. This pertains to all vehicles! This covers the entire pit, paddock and access roads, etc.

F. Start Procedures

1. Race length will be dependent upon class and conditions. Race lengths will be posted in Tech.

2. Races may end early due to emergencies, clean up, or other unforeseen circumstances as ordered by the race director.

3. Jump starts will be penalized.

4. Riders should be aware that the timing loop is located near the start/finish line. This may affect the lap count whenever a rider missed the warm- up lap. Timing and Scoring may correct this by adding a lap at the direction of the race director. It is, however, ultimately the competitor’s responsibility to notify the race director should this situation occur.

5. Five Board Start Procedure:

   a. When the 5 Board is displayed racers in the assembly area may leave pit road, take ONE warm-up lap and report directly to their assigned grid position.

   b. When the 4 Board is displayed racers still in the assembly area may still take ONE warm-up lap as described above.

   c. When the 3 Board is displayed any racers still in the assembly area or not already on a warm-up lap must report directly to their assigned grid positions, without taking a warm-up lap; taking a warm-up lap when the 3 Board is displayed will cause the racer to forfeit their grid position and may be assessed a grid infraction penalty. The 3 Board will be displayed when the first bike completing the warm-up lap has reached the last turn.

   d. When the 2 Board is displayed racers not already taking a warm-up lap must stay on pit road until after the race has started and after the starting field has passed the pit exit. A motorcycle already on the starting grid which stalls while the 2 Board is displayed may be restarted and returned to the assigned grid position, as long as the 2 Board continues to be displayed.

e. The 1 Board will be displayed in the VERTICAL position. When the 1 Board is displayed any racers not in their assigned grid position may be penalized for a grid infraction. While the 1 Board is displayed all motorcycles must be held at a dead stop in their assigned grid position with no wheels rolling. The 1 Board will be turned sideways, and the starter may throw the green flag at any time. If a rider has a mechanical problem, they must raise their hand and wave it vigorously.

f. The starter may (taking into consideration the size of the field, the weather, and other factors) shorten the start procedure.

G. Flags

It is the rider's responsibility to know all flagging positions and suggest any changes in position. These suggestions need to be made before racing begins to be considered for that day.

1. GREEN FLAG starts the race.

2. WHITE/RED CROSS: Ambulance on course, passing is allowed. All stations will display the Ambulance Flag as the ambulance enters the course. As the ambulance travels around the course, the Ambulance Flag will be displayed around the course, but will be waived by the corner station(s) preceding the ambulance.

3. RED FLAG: Stops the race immediately. When riders see a red flag, they must signal to riders behind them, slow their machine to a safe and controlled speed and proceed slowly to the pit area. Do not stop on the course unless it is impassable or obviously signaled to do so by course workers. The starter and all corner stations will display a red flag. This flag indicates racing has stopped and racers should proceed cautiously to pit road. Race Control shall call for a red flag when necessary. Riders not proceeding cautiously will be penalized.

4. BLACK FLAG: Indicates a safety violation. The rider in question should as quickly and safely as possible, pull off of the racing surface and inspect their machine or report to the nearest corner station. Failure to respond may result in disqualification. In most cases, the offending rider's number will be displayed on a board at start/finish.

5. BLACK FLAG W/ ORANGE DOT (Meatball Flag): The rider must complete the current lap and report immediately to the officials on pit lane. This flag may be used to indicate a jump start or other grid infraction as well as any other situation where the officials deem it necessary to have a rider brought in to inspect the rider's machine or have a talk with the rider. In most cases, the offending rider's number will be displayed on a board at start/finish.

6. YELLOW FLAG: A) When held stationary-indicates a potentially dangerous situation near the track or a slower moving motorcycle. B) When waved vigorously-indicates a hazard or obstacle on the track, avoidance maneuvers may be necessary. Exercise extreme caution; slow your speed until past the situation. Passing for position under a waving yellow flag is NOT allowed and the offending rider will be assessed a penalty.

7. YELLOW/RED STRIPED FLAG: Indicates debris on the track surface. The corner worker will attempt to point to the debris on the track. Also may be used folded into a triangle to point at riders who have an issue with their machine. If pointed at a rider they must pull off the racing surface as soon as safely possible and proceed to a corner station for further instruction.

8. WHITE & GREEN CROSSED FLAGS: Displayed at start/finish, indicates the halfway point of the race.

9. WHITE FLAG: Displayed at start/finish, indicates one lap remaining in the race.

10. CHECKERED FLAG: Displayed at start/finish, indicates the end of the race or practice and riders should report back to the paddock after the cool-off lap.

H. Scoring

1. Race results will be available at Rider Information. This location will be announced at the Riders Meeting.

I. Equipment

1. Vintage Road Racing has four classifications of racing machines: “Heritage”, “GP”, “Formula”, and “Vintage” – Vintage 1 through Vintage 8. Many machines will fit into more than one classification, either as the primary class or as the bump-up class.

   a. “Heritage” — Pre-1951 machinery

   b. GP” — These classes are for older factory “purpose built” racers and street machines which may be built up with any “of the period” GP, engine, transmission and frame modifications.

   c. “Formula” — Vintage classes which allow machines comprised of mixed origin or composition which were in use prior to the class cut-off date.

   d. “Vintage” — The Vintage classes are passed on “production” street machines. “GP” and “Formula” classes are allowed to “bump up” into certain Vintage 1-7 classes. Factory “purpose built” machines must enter the next higher displacement Vintage class, i.e;, 500GP into V3 (750cc) class, H-D XRTT 750 must enter V4 (1,000cc) class, etc.

J. Bump Up

1. All machines are eligible to “bump-up” to a second class. Certain machines may be eligible to bump-up to a third class if they meet all eligibility requirements for each class entered. Bump-up eligibility is as follows: 3501-GP to 500 GP; 500GP to V1. 350 and 500 GP machines may be entered in Formula 500, or an appropriate Vintage class: Formula 500 to V 3. Formula 2 Stroke to V5; V1 to V2; V2 to Formula 500; V2 two-stroke to V3; V3 to V 4; V4 to V5; V5 to V6; V6 to V7; V5 two-stroke to Formula two-stroke; V7HW to V8HW, V7MW to V8MW & V8HW.

K. Component Specifications

1. Major components are the engine and frame. Successive year models of the marque are eligible provided that major components are essentially unaltered (like design). Hybrids (a motorcycle comprised of mixed origin or composition) are permitted, provided that the design and operating principle was in use prior to the cutoff date. We will allow specific modifications, as appropriate, for disabled riders on a case-by-case basis, considering bike and class specifications, i.e. use of air shifters for disabled riders in superbike spec classes.

2. Updating and backdating is permitted within the category dates. Components of later date may be used provided the design and operating principles of the component is essentially unaltered.

3. V6 Light Weight machines may run any hybrid engine/frame combination as long as the engine meets the year cutoff. V6 Heavy Weight machines must run the stock frame. All V6 machines must use period front end and wheels. All V6 machines may use six-piston brake calipers and may use modernized bodywork with integral belly pan. No newer machines may be run regardless of similarity to a bike that is age-legal for the class unless specifically listed in the eligible machines list above.

4. V7 machines must run the stock frame. Modernized bodywork may be used to incorporate a required belly pan. V7 machines are run per Superbike rules.

5. Suspension: Forks: All machines must use period type forks. Maximum diameter is: GP, V1, V2, Formula 500 and V3 - 38mm. V4, V5 and Formula 2 Stroke - 43mm. V6 and V7 - 45mm max. V8 - no limit. Upside Down forks are permitted in Formula 2 Stroke, V5, V6, V7 and V8 only.

6. There are two types of rear suspension allowed: One with two shock/spring units inclined no more than 45 degrees from vertical and the bottom shock mount not more than 4 inches from the center of the rear axle. The other type is mono-shock or cantilever rear suspensions. Mounting two or more shocks on a mono-shock type suspension is not allowed.

7. In Heritage, GP, V1, V2, Formula 500, V3 and V4 mono-shock rear suspension is not allowed. In Formula 2 Stroke, V5, V6, V7 and V8 mono-shock suspension is allowed.

8. Brakes: Heritage will employ drum brakes up to 8.75" diameter and 1.75" width. 350 & 500 GP will employ internal expanding drum brakes front and rear regardless of original equipment. Formula 500, V1, V2 and V3 will employ expanding drum brakes or disc brakes up to 12" in diameter, no floating rotors. Calipers may be a maximum of two pistons and may float (all components must be period correct). Formula 2 Stroke, V4, V5, V6, V7 and V8 may use any brake system provided that the design and operating principle was in use prior to the cut-off date. V6, V7 and V8 are the only classes allowed to run six-piston calipers.

9. Wheel Types: Heritage will use wire spoke wheels. GP, V1 will use wire spoke built-up wheels. V2 and V3 will use wire spoke built-up or cast wheels if they were OEM equipment on the production bike. Formula 500 may use cast wheels. Formula 2 Stroke, V4, V5, V6, V7 and V8 may use any wheel type provided that the design and operating principle was in use prior to the cut-off date.

10. Wheel Sizes: Heritage rim diameter must 16" maximum. GP, V1, V2, Formula 500 and V3 rim diameter will be 18" or greater unless original equipment was fitted with smaller rim diameter. Formula 2 Stroke, V4, V5, V6, V7 and V8 rim diameter will be 16" or greater.

11. Rim Width: Heritage, GP, V1 and V2 may not exceed 2.75. Formula 500 and V3 may not exceed 3". Formula 2 Stroke, V4, V5, V6, and V7 may not exceed 3.5" front and 5.5" rear. V8 has no limitations. Tires will be in accordance with WERA technical requirements as set forth in Chapter 8. Heritage may not exceed 130mm. Heritage, GP, V1, V2, Formula 500 and V3 cannot use racing slicks or racing rain tires. Formula 2 Stroke, V4, V5, V6, V7 and V8 may use racing slicks or racing rain tires.

12. Engine: Aspiration will be natural. Make and model of carburetor is unrestricted provided that the design and operating principle was in use prior to the cutoff date. Internal engine components may be modified, altered or changed. Cylinders may be bored to a maximum of .080" singles, .060" twins, and .040" three and more cylinders from the class limit. No turbo charging or supercharging are permitted in any vintage racing machine. Any machine with a displacement limit following it in the class rules cannot use these over bores, the listed displacement is absolute. If there is no class limit then stock bore is the limit.

13. Frame: Heritage must use steel frames, no Norton featherbed. Swing-arm bracing or use of aftermarket performance swing-arms is allowed in all classes unless denied by special rules. These modifications must be made in a manner considered period for the class, i.e., all V4 OHC 4 cylinder machines may employ bracing or swing-arms of the design that was in use prior to 1982.

14. Bodywork: Full fairings of period design are allowed in all classes except Heritage but not required (unless noted elsewhere). Dustbin fairings are not allowed. No brackets or bodywork shall be made of carbon fiber or Kevlar except in V6, V7 and V8. Carbon fiber silencers are allowed on two-strokes.

L. Technical Specifications – Eligibility and Cutoff Date

1. Proof of eligibility: Eligibility documentation must be furnished upon request by the entrant. The following are evidence of proof: original magazine articles from the period, factory racing bulletins, manufacturer's affidavit, historic journals or publications and other dated material. Replicas must conform to the original historic configuration in major components (major components are frame, engine and transmission). Original publications are required, photocopied articles/documents are not acceptable. If the motorcycle that you would like to race is not listed under "Among the eligible machines…" eligibility must be confirmed with the AMA for approval prior to racing the machine.

2. Cutoff date: In the class structure, eligible motorcycles are listed by date. For example, Pre-1974; this means that motorcycles built prior to 12/31/73 are legal within the structure of that class. V6, V7, and V8 cut off dates will be the model year only. Formula and factory racers must have been raced at least once in the United States prior to the cutoff date.

3. If a production street model motorcycle is built up to manufacturer road racer specifications, it shall be considered a production road racer and shall compete in the next class up. A motorcycle will be considered built to factory road race specifications if it employs any of the following: dry clutch; factory race cylinders or plated bore cylinders with no iron sleeve; factory or aftermarket racing head. Purpose built factory GP machines (Norton Manx, AJS 7R, G50, XRTT 750, etc.) must also compete in the next class up if they enter a production-based class, i.e. V1, V2 or V3.

M. Classes

1. Heritage Classes:

Pre-War
Pre-1942 OHV up to 500cc Pre-1942 Side Valve up to 750cc
Class C Hand and Foot Shift
Pre-1951 OHV up to 500cc Pre-1951 Side Valve up to 750cc Must conform to AMA Class C rules of the era. Hand and Foot shift will be scored separately.

2. Grand Prix Classes:

125 GP

Pre-1968 air-cooled OHV up to 250cc

Pre-1968 air-cooled OHC up to 200cc

Pre-1968 two-stroke up to 175cc

250cc machines limited to a 30mm carburetor and wet clutch.

250 GP

Pre-1969 two-stroke piston port singles up to 250cc

Pre-1969 two-stroke twins up to 200cc

Pre-1969 four-stroke singles & twins up to 250cc

Among the eligible 250 GP machines are the following: Aermacchi/H-D 250cc four-stroke, Allstate 250, Bridgestone 175cc two-stroke, BSA/Triumph 250cc, Bultaco 125/175/200/250cc (round cylinder air cooled only); Ducati 100/250cc, Honda — all pre-1969 singles and twins up to 250cc and all CB175/CB200 twins regardless of year; Ossa 250; Puch 125/175cc.

350 GP

Pre-1970 two-stroke twins up to 250cc.

Pre-1968 four-stroke twins up to 350cc.

Pre-1969 four-stroke singles up to 350cc.

Pre-1979 factory road racers up to 125cc.

Honda 350cc twins with the following limitations: OEM Honda twin frame and swingarm (frame per Superbike rules, swingarm must remain stock), all other items must remain per Superstock rules except the following: any ignition system and coils, aftermarket cam chain and/or tensioners, any internal expanding drum brakes, any diameter period forks to class maximum diameter, any period body work/fairing, starter and charging system may be removed, wiring harness may be modified and airbox may be removed.

Among the eligible 350 GP machines are the following: Aermacchi/H-D 350cc four-stroke singles; AJS 7R four-speed; BSA 350, BSA 441; Bultaco 125/200 TSS; Ducati 350; Honda 305 Superhawk, CR-77 and the restricted 350cc twins listed above; Norton 350; Royal Enfield 500cc singles any year; Suzuki X-6, T-250;Yamaha TD1, B, C, and DS7(up to 3mm over) without carb restrictions.

500 GP

Pre-1965 two- & four-stroke up to 500cc.

Pre-1971 two-stroke singles up to 360cc.

Pre-1965 side valve up to 750cc.

Pre-1972 European OHV/OHC four-stroke up to 500cc

Pre-1972 BSA, Norton and Triumph 650's with restrictions: Original OEM frame, swingarm, motor, four-speed transmission, 35mm forks, and 30mm carburetors.

Among the eligible 500 GP machines are the following: AJS 7R five- and six-speed; BMW R50, R60/5 (stock displacement); BSA 441 and 500 singles and twins, 650 (production based) twins; Bultaco 250cc and 360cc singles (round cylinder only); Ducati 450; H-D and Indian side valve 750's; Kawasaki 350 Big Horn; Matchless G50; Norton 500's including Manx and 650 (production based) twins; Triumph 500 and 650 (production based twins); Yamaha DS7, RT series, MX 360, DT360.

In all GP classes, the chassis/brake/bodywork must be of a type actually available prior to 1972. All five- and six-speed racing transmissions are allowed except in 650cc pushrod twins.

3. Vintage Classes:

Vintage 1

Pre-1973 two-stroke singles up to 360cc.

Pre-1973 two-stroke twins up to 250cc.

Pre-1973 OHC up to 360cc.

Among the eligible V1 machines are the following: Honda, all four-stroke two-cylinder street models up to 350cc and XL250/350s; Honda CB 360 regardless of year; Kawasaki 350cc single and S1; Suzuki and Yamaha 250cc street twins.

Vintage 2

Pre-1974 two-stroke singles up to 500cc.

Pre-1973 two-stroke twins and triples up to 350cc.

Pre-1974 push-rod up to 600cc.

Pre-1974 OHC to 450cc.

Pre-1974 four-cylinder up to 350cc.

Pre-1974 four-stroke side-valve up to 750cc.

Among the eligible V2 machines are the following: BMW R60; Honda CB350 with big bore kits and CB 450 with 500cc kits, CB400F any year, FT500 Ascot (82/83 model year); Kawasaki S2 350; Triumph 650 de-stroked to 600cc; Suzuki T350, GT 380; Yamaha R5, RD 250 (up to 3mm over), RD 350 (engine modifications permitted, 28mm carb body can be bored to 29.3mm), RD400 (Engine limited to SS Spec with OEM or aftermarket air filter including removal of airbox, front fender not required, racing tail section allowed, removal of side stand lug and other tabs on frame allowed, modification of wiring harness allowed), TD2, TD2B, and TD3, SR500, TX/XS500. Hejira round tube frame with 250cc two-stroke Can-Am single is also allowed.

Vintage 3

Pre-1974 two-stroke up to 500cc.

Pre-1974 four-stroke push-rod up to 750cc (three cylinders max).

Pre-1974 OHC up to 750cc.

Iron barreled H-D Sportsters up to 883cc (+.060" overbore).

Among the eligible V3 machines are the following: BMW R75/6; BSA/Triumph 650 and 750cc models; Ducati 750, 750SS; Honda 550F, 750F; Moto-Guzzi 750; Norton 650 and 750cc models; Yamaha XS650 regardless of year.

Vintage 4

Pre-1982 Twins/Triples up to 1000cc.

Pre-1979 SOHC up to 840cc.

Pre-1982 Air-cooled, four-stroke OHC multi cylinders up to 570cc. Twin shock only, twin-piston opposed Lockheed style calipers permitted.

Among the eligible V4 machines are the following: BMW R100 regardless of year; Pre-1974 BSA/Triumph with big bore kits; Pre 1988 Cagiva/Ducati 650cc Desmo types and Ducati 900SS bevel drive; H-D Sportsters up to 1000cc including Evo models; Pre-1974 Honda CB 750 over bored to 840cc and Rickman single cam; Honda Ascot/GB singles up to 600cc regardless of year. Kawasaki GPZ550 and KZ 550 (both up to 3mm over); Moto-Guzzi small block V Twins regardless of year and pre-1974 Moto-Guzzi 1000; Norton 850; Suzuki GS 450 and GS 550; Yamaha SRX 600 regardless of year and Seca 550.

Vintage 5

Pre-1983 two-stroke factory road racers up to 500cc.

Pre-1983 Production based two-stroke up to 750cc.

Pre-1983 four-stroke push rod unlimited displacement.

Pre-1983 OHC Twins to 1200cc.

Pre-1983 OHC two valves per cylinder to 1200cc.

Pre-1983 OHC four valves per cylinder to 1025cc.

Among the eligible V5 machines are the following: Ducati F1A and F1B, 750cc limit; Honda CB750F, CBX, CB900F, pre-1986 Honda VF500, VF700, and VF750; Kawasaki KZ750, KZ1000, Z1, GPZ 550/750/1100, EX500, and EX250 without restrictions and regardless of year; Suzuki GS1000, Seeley Suzuki 750, pre-1986 Suzuki GS 750 (no hybrids, i.e., Suzuki GS 1000 motor in a 1985 mono-shock frame), GS 500 (no restrictions); Yamaha FZ600, Seca 550, Seca 750, Virago 980, TZ 750. RZ 350 with maximum displacement of 450cc.

Vintage 6 Heavy Weight

Pre-1990 Factory road racers up to 750cc.

Pre-1990 OHC two valves per cylinder up to 1216cc.

Pre-1990 OHC four valves per cylinder up to 1216cc.

Pre-1990 OHC five valves per cylinder up to 1100cc.

Among the eligible V6 Heavy Weight machines are the following: Honda Interceptor VF700/VF750/VF1000F and R, CBR600/750/1000, CB1100F, RS250 up to 1990; Kawasaki Ninja 600/750/900, ZX7/ZX10; Suzuki GS 1100F, Katana 1000/1100, GSX-R 750/1100 except 1989 GSX-R 1100; Yamaha FJ1100/1200 and Seca 900, FZR 750/1000 except 1989 FZR 1000, FZR600 (regardless of year), TZ750 alloy frame and mono-shock, TZ 250 up to 1990.

Vintage 6 Light Weight

Pre-1990 Air-cooled multi's up to 600cc.

Pre-1990 Liquid-cooled multi's up to 490cc

Pre-1990 Air-cooled twins up to 750cc.

Pre-1990 Air-cooled pushrod twins up to 1000cc.

Pre-1990 Liquid-cooled twins up to 650cc.

Pre-1990 Air-cooled two-stroke multis up to 750cc.

Pre-1990 Liquid-cooled two-stroke twins up to 410cc (250cc GP machines must run HW.)

Pre-1990 Singles unlimited.

Among the eligible V6 Light Weight machines are the following: Ducati 750SS (non-FI models); Harley-Davidson 883cc Sportster (any year); Honda NT650GT (any year), VFR 400, NSR 250, NSR125 (any year); Kawasaki EX 500 (any year); Suzuki GS 500 (any year), RGV 250; Yamaha FZR 400 (any year), FZ 600, RZ 350 (up to 450cc), TZR (in Superstock trim).

Vintage 7 Heavy Weight

Pre-1996 Unlimited displacement production machines.

Pre-1996 Factory GP machines up to 500cc.

RS and TZ 250's through 1999.

All Kawasaki ZX7 regardless of year (may use stock 6" rear wheel, aftermarket wheels must meet class specs), all Ducati 916 and Yamaha YZF750 regardless of year, all RC51, TL1000, GSF1200(S), VTR1000F and Z1000 regardless of year (must remain SS spec with the exception of bodywork), All Honda CBR900 regardless of year (1998 engines must remain SS Spec). 2000-2003 Aprilia Millle/Tuono/Falco (must remain SS spec with the exception of bodywork)

Vintage 7 Medium Weight

Pre-1996 four-stroke multi-cylinder up to 650cc.

Pre- 1996 four-stroke air-cooled twins up to

1200cc.

Pre-1996 four-stroke water-cooled twins up to 800cc.

All Honda CBR600F3 regardless of year, Kawasaki ZX6R up to 1997, Ducati 748 up to 2000 in Superstock trim other than tires and rims, Buells — steel frames, no FI bikes, all years, stock displacement.

Exclusions: No machine eligible for D Superbike, 125GP, or Clubman classes will be allowed to bump-up to V7.

Vintage 8 Heavy Weight

Unlimited displacement machines based on Superbike rules that are 12 years old or older based on the current season year as well as the exact same model of a newer year but unchanged in every way other than graphics.

Vintage 8 Medium Weight

Up to 650cc machines based on Superbike rules that are 12 years old or older based on the current season year as well as the exact same model of a newer year but unchanged in every way other than graphics.

4. Formula Classes:

Formula 500

Pre-1973 two-stroke factory road racers up to 360cc.

Pre-1974 two-stroke production machines up to 500cc.

Pre-1974 four-stroke, four-cylinder up to 500cc.

Among the eligible Formula 500 machines are the following: Bridgestone 350; Cagiva-Ducati 500cc Panta twins; Honda CB350F, 400F, 500F, CB450 and 500 twins, CB550 and 1977 MT125; Kasawaki H1, H1R, and S3 400cc; Moto-Guzzi 500 twin; Suzuki 500 Titan, GT 380, GT550, and GS450 any year up to 550cc; Yamaha RD350, RD400 (regardless of year), R5, SR500s (up to 540cc), TR2, TR3, TZ 250 and 350 (twin shock, no "G" model cylinders). TZ 750 cylinder and head (model 409 only) may also be used. The use of cast wheels is allowed in this class.

Formula Two-Stroke

This is a Vintage Formula class where hybrids up to 1985 are permitted. Alloy race frame of the perimeter type may be used as these were available in the period, but twin spar ("Delta Box") frames are prohibited.

Among the eligible Formula two-stroke machines are the following: Honda RS 125 (steel frame only); Kawasaki H2, H2R; Suzuki RG250, RG500 and GT750; Yamaha RZ350 (up to 450cc), RZ500, TZ250, TZ350, TZ500. Specialty frames, such as Harris, Nikko-Baker and Spondon, are permitted.

5. Modern Classes:

Thruxtons
900cc Triumph Thruxton machines in Superstock Spec
Light Weight Twins Superbike **Light Weight Twins Superstock**
Up to 800cc air-cooled twins Up to 750cc water-cooled twins with three valves Up to 700cc water-cooled twins with more than three valves Unlimited singles based on Formula rules (Superbike only) *No 125cc GP machines *Buell Firebolt and Lightning, Harley-Davidson XR1200 (Old AMA Spec class limits in SS & SB), Ducati 900SS and any model using the 1000DS or 1100DS engine are allowed under Superstock rules in LWTSB only. *There are no bodywork limits in LWT.
Heavy Weight Twins Superbike **Heavy Weight Twins Superstock**
Unlimited displacement air-cooled, four-stroke twins, (based on Formula rules in HWTSB) Unlimited displacement water-cooled, four-stroke twins, (under 900cc based on Formula rules in HWTSB) Up to 700cc water cooled, four-stroke triples *Any machine legal for Lightweight Twins *Formula 2 & 3 Machines in Superbike Only *Up to 1050cc Triples based on Superstock rules will be allowed in HWT Superbike only. *There are no bodywork limits in HWT.

Formula 2
Up to 396cc two-stroke water-cooled twins Up to 500cc two-stroke air-cooled twins and multis Up to 700cc four-stroke twins Up to 600cc four-stroke air-cooled multis Up to 565cc four-stroke water-cooled multis Unlimited singles *All LWT (SS and SB) Machines (must retain original class legality) *There are no bodywork limits in HWT.
Formula 3
Up to 125cc two-stroke Grand Prix machines Up to 250cc four-stroke engines in GP chassis
Sidecars
Modern and Vintage sidecars: may not run together.

SECTION 3.12
LAND SPEED RACING

NOTE: The concept of word use and intended meaning adhered to in preparing this supplemental document is as follows: "Shall" has been used only when application of a procedure/process is mandatory. "Should" has been used only when application of a procedure/process is recommended. "May" and "need not" have been used only when application of a procedure/process is optional. "Will" has been used only to indicate a future requirement, never to indicate any degree of requirement for application of a procedure/process.

A. Competition Procedures

Special Note: Participants are solely responsible for their safety.

1. Classification

   a. The participant is responsible for the entry of the motorcycle into its correct class.

   b. All motorcycles shall be entered in the lowest fundamental class in which they are legal. (i.e. you shall NOT enter 'A' if you are legal in 'M'). The promoters and/or scrutineer(s) will not reclassify any motorcycle that was entered in the incorrect class. Any motorcycle entered into the meet incorrectly must be re-entered at registration and may be subject to a fee for the change.

   c. Should an entered motorcycle fail to meet the class requirements, but the motorcycle meets the Minimum Standard Equipment requirements (3.12B), time-only runs may be taken. Failure to meet the Minimum Standard Equipment requires a change to 'Run Watcha Brung' (RWB) entry (RWB rules apply). Time-only passes will not be eligible for records or to receive awards. A participant cannot change the name, number, or classification after the motorcycle has been officially entered and scrutinized and has left the starting line.

2. Additional Class

   a. An additional class is defined as a motorcycle change including, but not limited to: engine displacement change; change from gas to fuel; or a body change (open to partially streamlined). An additional class shall retain the same rider as the original entry, require an Additional Class Form, appropriate fees submitted to registration, a new motorcycle number and re-inspection. No participant shall enter an additional class on the final day of racing (pre-entered check-in excluded). A change in both class and rider is considered a full new entry.

3. Additional Rider

   a. An additional rider is when the same motorcycle and class has a second rider. The additional rider shall comply with all entry requirements. The additional rider also shall have his/her riding apparel inspected in scrutineering. An additional rider requires an Additional Rider Form, appropriate fees submitted to registration and a new motorcycle number. A change in both class and rider is considered a full new entry.

4. Scrutineering (Technical Inspection)

   a. Regardless of class or entry type, all motorcycles/streamliners and riders shall successfully pass scrutineering.

   b. All participants shall present their motorcycle/streamliner in a ready-to-race condition. Riders shall present their helmet and protective outerwear at the initial scrutineering. Scrutineering shall inspect removable panels, shrouds, saddlebags and personal electronic devices (such as cameras, recorders, GPS, etc.). Additional weight/ballast must be declared and subject to additional scrutineering. All motorcycles, helmets and personal electronics shall display official scrutinized decals/tags prior to being permitted on the racecourse. Riders may be required to demonstrate the ability to reach all controls when in ready-race condition. In Streamliner classes, it is required that all riders of that motorcycle demonstrate seat belt and limb restraints.

   c. A minimum of two scrutineers must scrutinize all motorcycles/streamliners that enter a class in which a record(s) exists in excess of 200 mph. Motorcycles/streamliners entered in a class in which the record is 250 mph or more will have a minimum of three scrutineers.

   d. Any change to body, streamlining, chassis or power plant shall be re-scrutinized prior to any qualifying participation. Any speed times recorded with such change prior to being re-scrutinized will be forfeited. The meet officials and starter(s) shall have full discretion to restrict or bar from competition any motorcycle/streamliner that, in their sole discretion, is determined to have exhibited handling problems, fire hazards or unworthiness to compete at any time. Participants barred from competition must be re-scrutinized prior to competing. Scrutineering will occur only at area(s) designated by the event organizers. All participants' motorcycles may be re-scrutinized at any time throughout the meet for any reason.

   e. The resolution of any disparity between the stated year, make and model of the motorcycle and the actual year, make and model falls on the participant and must be resolved prior to any competition.

f. Promoters and/or sanctioning bodies will provide measuring devices required for scrutineering.

g. Scrutineering is to help assure the smooth and fair conduct of the meet, but the event organizers, AMA and event officials neither warrant safety because a motorcycle/streamliner was scrutineered nor compliance with and enforcement of the rules and regulations.

5. Starter

a. The promoters shall appoint an official starter(s). Supervision of the rider and contestants is the responsibility of the official starter(s) at the starting line. The authority of the official starter and assistant starter shall extend past the scrutineer and the official starter has the ability and authority to prohibit any motorcycle from the course and/or the meet.

b. With respect to machines attempting AMA record runs, the authority of the AMA official(s) supersedes that of the starter(s).

6. Courses

a. Multiple courses may be available.

b. All courses are open to any class.

c. The event promoters have total discretion as to the number of courses, course locations and course length. The determining factor for course number(s) and design(s) will be weather and course conditions.

d. Basic Course(s): The "Basic Course(s)" may consist of 3-mile total run (a 1-mile approach, 1 mile timed, and 1 mile shut down).

(1) All competitors who have passed scrutineering are eligible for the basic course.

e. Intermediate Course(s): The "Intermediate Course(s)" may consist of a 5-mile total run (2-mile approach, 1 mile timed, and 2-mile shut down).

(1) To compete on the intermediate course, the entrant must be capable of exceeding 100 mph. Should that capability be in question, the entrant must complete a run on the basic course in excess of 100 mph and present the timing ticket at registration to receive an intermediate course sticker.

f. Long Course(s): The "Long Course(s)" may consist of up to an 8-mile total run (up to 3.5-mile approach, 1 mile timed and up to 3.5 mile shut down).

(1) To compete on the long course, all motorcycles shall run on the intermediate course in excess of 175 mph and present the timing ticket at registration or scrutineering to receive a long course sticker.

(2) Motorcycles running on the long course that have not met the qualification requirements may be subject to disciplinary action.

g. Streamliner Course(s): On request and entry, any streamliner, or participant in excess of 275 mph, may discuss with the promoters their desired course length (to be extended from the long course, subject to conditions).

(1) Streamliners are exempt from pre-qualification on the standard or intermediate course.

h. All motorcycles shall begin their runs at the designated "Start" mile/return and shall be the maximum permitted lead up to the timed area. Where a short course overlays a long course, the "Start" for the short course shall be designated a mile/location for its start point.

i. At all times, all runs shall be flying start.

j. Motorcycles and riders who have a recorded pass in excess of 100 mph or 175 mph at a previous Speed Trials meet should receive the applicable course sticker and wristband in registration and are exempt from qualifying each year (same rider and motorcycle combination required).

k. Specialized vehicles (such as streamliners, electric etc.) may be authorized to begin at an alternate starting location to accommodate course conditions. Permission may only be granted by the AMA steward.

l. Participants will not have to re-qualify for their applicable course if a change in class has taken place, as long as the same motorcycle has exceeded 100 mph or 175 mph.

7. Qualifying

a. The promoters, scrutineer(s), starter(s) and AMA stewards have the final discretion to prohibit any motorcycle participant from the course at any time for any reason. At no time will more than one machine be on the course. There is no maximum number of qualifying runs.

b. When attempting to break an existing record, on the completion of the first of the two record runs, the motorcycle will be qualified for a record return pass if the speed is at or above the existing record for that class.

c. Classes with no established record are available. A participant will automatically qualify for a record return pass at the completion of the first successful down pass.

d. All riders must report to the designated impound official for clearance to make a return pass.

e. Motorcycles shall be re-scrutinized before being permitted a return run. The record run shall have the same rider on the first (down) and second (return) record run to be official and must remain in impound between all record runs (See Section 3.12A.8)

8. Record Attempts

a. All record runs shall be over the same course and within the same calendar day. Record attempts shall be the calculated fastest average speed over two consecutive runs in opposite directions. If a record attempt (the two-way average) does not exceed the existing record, the vehicle must return to the pre-staging line to re-qualify. Any participant/owner who removes the motorcycle from the impound area will forfeit that attempt and must re-qualify for that class record.

b. Within the impound period, and prior to any back-up record attempt, no change of parts (with the exception of spark plugs, wheels and tires, fluids and batteries) is permitted. The new parts must be identical.

c. Data acquisition, fuel/air ratio and jetting changes are permitted. If required, add fuel/gas (from a sealed container in the presence of an official).

d. Engine changes and mechanical modifications cannot be performed during the impound period.

e. The participant/owner will be notified by the officiating staff of the back-up record attempt time when in impound.

f. Turn out, engine power failure, or interruption after the motorcycle has left the starting line will result in termination of that record run.

9. Record Procedures

a. Any motorcycle/streamliner whose two-way average exceeds the class record after the second (return) run shall report at the end of the record run to the impound official to complete the record certification procedures.

b. Scrutineering shall seal the motor should the rider wish to make more attempts after making a record run. If damage to the engine occurs after sealing that renders the engine immeasurable, it voids the previous record attempts. The decision to seal and continue is the sole discretion of the participant. All seals must remain intact and shall be broken only by scrutineering staff during impound.

c. Participants are solely responsible for making the motorcycle accessible for measurement and scrutinizing.

d. Scrutinizing of the engine is required. Do not remove cylinder heads until directed by a scrutineer. In the event that tools are required for disassembly, the participants are required to provide them. All engine components shall be available for inspection.

e. Disqualification from the record attempt will result if engine displacement exceeds the stated class limit.

f. All runs in gasoline classes are subject to gasoline testing at any place or time. There may be random gasoline testing for class compliance.

10. Record Recognition

a. All records are subject to AMA certification and may be announced only as such, until final certification. Falsification of any record documentation shall be subject to disciplinary actions under AMA rules, which may include fines, disqualification and exclusion from future meets.

b. The promoters shall acknowledge class records with entries into an official record listing and certificate of the achieved record mailed to the rider after the certification of the records from the AMA.

11. Impounding of Parts or Motorcycles

a. The participant agrees to surrender on demand any part or motorcycle that is used in the meet competition. The event promoters and officiating staff reserve the right to impound, for any period of time, any part and/or vehicle that is part of a rules-compliance or crash investigation. Inspection and testing of impounded parts or vehicles are at the sole discretion of the event promoters and/or AMA stewards.

12. Meet Participation

a. All participants shall provide state-issued photo ID (those younger than 16 years are exempt in the presence of parent/guardian).

b. All riders participating in AMA-sanctioned Land Speed meets must have rider medical insurance. A completed and signed medical information form shall accompany all entry forms. A complete entry form shall be submitted and processed before scrutineering and runs.

c. Attendance at a Riders Meeting shall be mandatory for all riders prior to participation. Riders are responsible for attending a riders meeting and for being aware of all information provided. A meeting will be held each racing day, prior to the course(s) opening. Attendance may be taken. Failure to attend may result in a fine or disciplinary action.

d. Meet fees and conditions are designated by the promoters and are used in conjunction with these supplemental regulations.

e. The minimum age for a rider is 12 years.

f. A rider must be 14 years or older to ride motorcycles above 250cc.

g. The age of the rider is determined as of the date of the meet. All minors shall complete the minor release form, signed by BOTH parents/guardian(s) with their medical and entry forms. No rider under the legal age of majority may compete without the written consent (signature on the liability release and entry forms) of his/her parents or legal guardians present at the meet. An authorized adult acting on behalf of the parent or legal guardian shall provide a notarized statement indicating they have the authority by the parent or legal guardian to be responsible for the minor during the meet.

13. Personal Conduct

Note: Refer to AMA Rules Section 3.1A

a. Each participant is responsible for the actions of his/her family and pit crew and associated media personnel.

b. At all times, the participant must be on or in the competition motorcycle/streamliner when the engine is running, except if the motorcycle/streamliner is on a stand in the pit area.

c. Anyone who exhibits characteristics of intoxication shall not be allowed to participate in the meet and shall be asked to leave the meet areas.

d. Operating any vehicle in a reckless manner may result in disciplinary action, including disqualification.

e. Recklessness in the pit area or return roads is subject to a fine and/or disqualification.

f. Entering any course without authorization will result in disciplinary action.

g. No vehicles can be on the racecourse, unless assisting a competition motorcycle/streamliner to enter or exit the course.

h. If assisting a motorcycle/streamliner, vehicles are restricted to the support roads and may not be on the track, with the exception of authorized emergency vehicles.

i. All motorcycle/streamliner pit facilities must have a minimum of one fire extinguisher.

j. Provided it does not interfere with the promoters' communication systems, crews and riders may use telecommunication devices.

k. Compliance with all posted signs and designated surface markings is required at all times.

l. The supervision of minors is required at all times.

14. Destruction of Salt Surface

    a. Any participant who intentionally causes damage to the track or has the potential to damage the course shall be disqualified from competition.

    b. In the case of unintentional causes of damage, scrutineering officials will verify corrections to the motorcycle/streamliner before being cleared to compete again.

    c. All lost parts must be reported to the event promoters or officiating staff.

    d. All participants shall cover the salt surface in the pit area in circumference of 3 feet from under any part of the competition motorcycle.

    e. Failure to comply with this rule this may result in disqualification of the motorcycle/streamliner from the event.

15. Weather

    a. The starter(s), assistant starter(s) or timers may stop all racecourse activity any time due to weather conditions or when wind in excess of 10 mph for solo motorcycles or 3 mph for streamliners. Such decisions are at the total discretion of the course controller and/or AMA steward.

    b. The event promoters, sponsors and officials shall not be responsible for delays, postponements or cancellations due to weather, course conditions or Acts of God for any reason. In the event of a weather delay in excess of one hour (per day), course hours of operation may be extended beyond the advertised times at the discretion of the promoters and officials provided light and equipment facilities are available.

16. Complaint and Protest Procedure

    a. A participant must lodge protests in writing within 30 minutes of the posting of results to the meet officials. The promoters will make every effort to respond in a timely manner to any such objections. However, all formal protests shall be accompanied by the appropriate fee and meet all other requirements of the pertinent AMA rule, located in the current AMA Rulebook (available on the AMA's website or for viewing in at registration onsite). Handling of any such protests will be in accordance with AMA rules.

17. Request for Rule Changes

    a. All rule requests should be made in writing to the promoter. All rule changes are subject to approval by the AMA through the Specialized Sporting Commission.

B. Minimum Standard Equipment

NOTE: The AMA, promoters, sponsors and affiliates do not inspect machines in AMA-sanctioned competition for safety. Participants are solely responsible for the condition of their machines and their competence to operate them. Participants' machines can have equipment installed, replaced, altered or fabricated if the rules permit it. However, it is the riders' responsibility to select components, materials and/or fabrication methods so that the machines components shall perform in competition with safety.

1. Chain & Belt Guard

    a. A chain guard is mandatory on all exposed chains and belts. Primaries shall be totally enclosed. See also 3.12D.3, 3.12E.4, or 3.12G.3 for P, M/MPS and A/APS class motorcycles.

2. Engine Displacement

    a. Class displacement is based on actual/physical displacement.

    b. Displacement is calculated using bore and stroke using the following equation: 0.7854 x Bore2 x Stroke ÷ 1000 = Cylinder Displacement (Note: 0.7854 = π ÷ 4)

3. Exhaust Direction

    a. Exhaust direction must be away from the racing surface, rider and rear tire.

4. Foot Pegs/ Rests/Side Stands

    a. One pair of footrests per motorcycle is required and shall be operable (streamliners excluded). Remove all additional foot pegs/rests. Secure side and center stands in the "up" position with "zip ties" or safety wire before making a run.

5. Fuel Shutoff And Engine Kill Switch

    a. Motorcycles shall be equipped with a positive ignition off switch to terminate engine power. The riders shall be able to use the switch without their hands leaving the handlebars.

    b. Gasoline class motorcycles shall have a fuel shut-off located within easy reach of the rider. Fuel class motorcycles shall have a positive fuel shut-off activated without the rider's hand leaving the handlebars.

    c. In all classes, a lanyard must connect the ignition shut-off switch to the rider. Aero/quip or equipment fire sleeve shall be securely fastened using metallic clamping devices over all gas/fuel lines and connectors. No plastic gas/fuel petcocks, connectors or filters are permitted.

6. Fuels

   a. Acceptable fuels include alcohol, methanol, ethanol, nitrous oxide, nitro-methane, hydrogen, diesel, gasoline.

   b. Violation of this fuels section is grounds for disqualification.

7. Gasoline

   a. A meet-approved vendor provides gasoline for purchase. The vendor/event official shall seal the tank after filling.

      (1) If you chose not to purchase gasoline from the meet-approved vendor, you will be required to run in the fuel class.

   b. Refueling shall take place in the designated area and tank re-sealed by an event official.

   c. Refueling shall only take place under the supervision of an event official.

   d. Not allowed is the addition of power additives/altering agents. Allowed is the addition of engine lubrication to gasoline. When done, it must be in the presence of the event gasoline vendor or an event official. The vendor shall seal the tank after filling. Violation of this section will result in disqualification.

   e. If nitrous oxide bottles are installed, you must run in fuel class. To be permitted to run in gas class, bottles, lines and solenoids shall be removed. Injectors shall be removed or capped.

8. Gound Clearance

   a. All parts of the motorcycle, other than the tires, shall maintain a 1-inch minimum clearance from the ground. Measurements taken with rider seated in racing position and motorcycle not on stands.

9. Hand/Foot Controls

   a. Hand controls (clutch and brake) shall have a minimum 0.5-inch ball on the end. Flattening of the ball end is acceptable. However, all edges must be rounded. All control ends shall be an integral part of the lever.

   b. Foot-operated controls must pivot independently. Foot throttle shall have a toe clip with return throttle.

   c. Riders in the riding position must have 10 inches between their thumbs. All handlebars shall extend outside the fork tubes (streamliners excluded). Any modification of handlebars may be subject to additional scrutineering. Repair by welding of light alloy handlebars is prohibited.

   d. Upon request, riders must be able to demonstrate their ability to navigate with the current controls.

e. Steering stops shall limit the rider's hands from touching the fairing or tank at full right or left turns. A hydraulic dampener cannot act as a fork stop.

10. Headlamp Assembly

    a. Tape headlamps completely with non-transparent tape to hold broken glass.

11. Lean Angle

    a. All two-wheeled vehicles, when unloaded, shall be capable of being inclined to an angle of 20 degrees from the vertical without any part, other than the tires, being in contact with the ground.

12. Nitrous Oxide

    a. Nitrous oxide bottles and lines are part of the fuel system and shall be governed by all fuel system rules.

    b. Nitrous oxide bottles shall be securely mounted, hose clamps alone shall not be sufficient. Systems shall be visibly identified as nitrous oxide and the location of the system clearly identified.

    c. Nitrous oxide applications must comply with crash protected shut-off valve requirement. Pay special attention to heat proofing the nitrous oxide bottle.

    d. All nitrous oxide bottles, lines and solenoids shall be removed when competing in the gas class. Injectors may be removed or capped.

13. Number/Class Identification

    a. Motorcycle number and class identification on each side of the motorcycle are required for each participant. Numbers shall be reserved with organizer.

    b. The number class shall be displayed within a reasonably flat, smooth, vertical surface with a minimum dimension of 7.5 inches high and 10.5 inches wide, with a maximum of 8.5 inches by 11 inches. Motorcycle numbers must be a minimum of 3 inches high and 1 inch wide.

    c. Class designation shall be a minimum of 1 inch high.

    d. Numbers/letters shall not be shaded or outlined. The numbers may be on the motorcycle, or number plates may be used. Where used, number plates shall have 1-inch radius corners, be securely mounted and meet the dimension requirements.

    e. Numbers shall be in full view and not blocked by the rider when in the riding position.

    f. A change in rider/class requires a change of numbers/class identification on the motorcycle. At all times, the number/class ID must match the rider, class and motorcycle as registered.

14. Rear View Mirror

    a. To prevent spreading broken glass, remove or completely tape rear view mirrors.

    b. Completely tape mirrors incorporated into the fairing.

    c. Transparent tape is not permitted.

15. Seat Height

    a. Permitted in the Production class is stock seat height.

    b. Seat height on any other motorcycle, with rider seated, shall not exceed 36 inches from seat, at its highest point, to the ground.

16. Riding Attire

    a. Riding Attire

        (1) The following rules are mandatory for all participants. Streamliner riders refer to 3.12I.f for specific requirements in closed-cockpit motorcycles. Riders shall rely on their own judgment in the selection of any helmet and apparel for durability and safety. It is the sole responsibility of the rider to select a helmet and apparel that will provide appropriate protection.

    b. Boots

        (1) Leather boots of significant construction are required. They shall be at least 8 inches high, with lace, zipper and/or buckle, or be specially designed and constructed for leg and foot protection.

    c. Gloves

        (1) Gloves of 100 percent leather exterior that cover the entire hand and fingers and have a minimum 3-inch gauntlet cuff with wrist enclosure are mandatory. Additional safety features, such as knuckle, palm and/or finger protection, with other engineered materials, are acceptable.

    d. Helmet

        (1) It is mandatory for all participants taking part in practice and races to wear a full-face protective helmet. The helmet must be properly fastened, be of a good fit and be in good condition. The helmet must have a chinstrap-type retention system.

        (2) The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval:

Country	Certification
USA	Snell ***M2020/M2025, M2020R/M2025R, M2020D/M2025D*** or DOT FMVSS 218
Europe	***ECE 22.05/22.06 'P', 'P/J'***
Japan	JIS T 8133 :2015
FIM	***FRHPhe-02***

Streamliner competitors must use a Snell SA2020 or newer; and/or SFI 31.1/2020; and/or FIA 8859-2020, rated helmet (3.12 I.6)

Full Face

Open Face

(3) All helmets must be intact, and no alteration must have been made to their construction. The helmet shall be free from any added cameras or aftermarket devices.

(4) The rider may perform the following checks before taking part in practice or the race: That the helmet fits well on the rider's head, that it is not possible to slip the retention system over the chin when fully fastened and, that it is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.

(5) All riders must utilize a shatterproof face shield. Participants with corrective eyewear shall have approved shatterproof glass if worn with helmet.

(6) Scrutinizing of a helmet will occur after any accident that involves impact. In addition, the helmet may be impounded.

NOTE: It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device and that all competitors display the following information on the base of the helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card and add any pertinent information such as epilepsy, diabetes, current medication and past medical problems.

e. Leathers

(1) Suits made of synthetic material are not permissible. The use of stretchable Kevlar and perforated materials in non-critical areas are permissible.

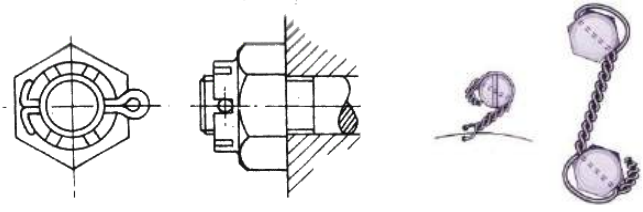
(2) Leather suits shall be one-piece design or joined by a full circumference zipper at the waist. Leathers cannot be too big or loose. Critical area (knees, elbows, forearms, shoulders) armor or two layers of leather is highly recommended.

(3) Due to invisible flames, riders of motorcycles burning fuels of methanol content are recommended to wear Nomex underclothing or something of similar nature.

17. Safety Wiring

a. Secure drain and fill plugs of the following with safety wire: transmission, engine, primary, coolant systems and any oil tanks. Also, safety wire radiator caps. Secure externally mounted air-filters and clamps with safety wire. Secure axle nuts, and pinch bolts with either safety wire or a castle nut and cotter key combination. Use of locking compound is not permissible.

b. Samples of safety wiring and castle nut and cotter key combination illustrated below.



18. Steering Damper

a. A steering damper shall not act as fork stops and are required in all classes.

19. Throttle

a. Throttle shall be self-closing.

20. Tow Start

a. Tow starting is prohibited for all motorcycles with the exception of Streamliners and is limited to the first quarter (0.25) mile from the '0' start.

21. Tires

a. The rider has the sole responsibility of ensuring tires are rated for the appropriate speed and for inspecting the condition of tires before and after each run.

b. As a result of the rapid evolution of technology and the increased speed that it brings, it is recommended that when choosing tires for the meet, the rider choose a set that is rated for speeds higher than the class record. It is also recommended that if the rider has any questions, they should contact the tire manufacturer to ensure that they are using a tire that meets the speed requirement needed.

22. Valve Caps and Stem

a. All motorcycles and streamliners tires shall have metal valve caps and stems.

23. Wheels

a. The participant is responsible for wheel alignment, balance and tire run-out. The front wheel shall not have wheel discs. Except for streamliners, where bodywork encloses the wheel, the front wheel must have cross-ventilation at a minimum of 25 percent of total wheel surface. Permitted are rear wheels without cross-ventilation. Not allowed are spinner-style wheels or any wheel design that incorporates movable pieces while vehicle is in motion. Wheels must be as designed and produced by the manufacturer with no weight reducing methods employed by the participant. i.e., grinding or shaving.

24. Rider Control

a. All riders must demonstrate the ability to access all vehicle controls (foot and hand). They shall also demonstrate their ability to move the motorcycle to be able to clear the course without assistance (streamliners excluded).

C. Class Designation

1. Definition: Motorcycle Classes

a. Motorcycle classes are as follows:

(1) Displacement Class

(2) Frame Class

(3) Engine Class

Example: a production motorcycle with a production-supercharged engine of 1350cc would list as: 1350-P-PB. Not all frame and engine class combinations are permitted. Example: Production Engine classes cannot run in M, MPS, A, APS, or S frame class.

2. Displacement Classification

a. All displacement measurements are in cubic centimeters. When cubic centimeters exceed the maximum for the class, motorcycles/streamliners will be in the next higher classification. Displacement class shall be the lowest class in which the displacement is legal (i.e., a 645cc motorcycle cannot enter the 750cc class). Rotary/Wankle engines must have manufacturer documentation to certify displacement.

Displacement Class	Maximum CC
50	50
100	100
125	125
175	175
250	250
350	350
500	500

Displacement Class	Maximum CC
650	650
750	750
1000	1000
1350	1350
1650	1650
2000	2000
3000	3000

NOTE: Diesel and Electric Classes do not follow the engine displacement classification. See 3.12L.22, 3.12L.23 (diesel) and 3.12L.24 (electric) for displacement classifications.

3. Frame Classification

Frame Classification	Type	Rule Section
P	Production	3.12D
M	Modified	3.12E
MPS	Modified Partial Streamlining	3.12F
A	Special Construction	3.12G
APS	Special Const. Partial Streamlining	3.12H
S	Streamliner	3.12I
SC	Sidecar	3.12J
SCS	Sidecar Streamliner	3.12K

4. Engine Classification

Engine Classification	Type	Rule Section
P	Production	3.12L.1
PP	Production Pushrod	3.12L.2
PV	Production Vintage	3.12L.3
PC	Production Classic	3.12L.4
PB	Production Supercharged	3.12L.5
PG	Pushrod (Gasoline)	3.12L.6
PF	Pushrod (Fuel)	3.12L.7
PBG	Pushrod Supercharged (Gasoline)	3.12L.8
PBF	Pushrod Supercharged (Fuel)	3.12L.9
VG	Vintage (Gasoline)	3.12L.10
VF	Vintage (Fuel)	3.12L.11
VBG	Vintage Supercharged (Gasoline)	3.12L.12
VBF	Vintage Supercharged (Fuel)	3.12L.13
CG	Classic (Gasoline)	3.12L.14
CF	Classic (Fuel)	3.12L.15
CBG	Classic Supercharged (Gasoline)	3.12L.16
CBF	Classic Supercharged (Fuel)	3.12L.17
AG	Modified (Gasoline)	3.12L.18
AF	Modified (Fuel)	3.12L.19
BG	Supercharged (Gasoline)	3.12L.20
BF	Supercharged (Fuel)	3.12L.21
D	Diesel	3.12L.22
DB	Diesel Supercharged	3.12L.23
W	Electric & Solar	3.12L.24

D. Production (P) Class

1. DEFINITION: PRODUCTION CLASS

   a. A “production motorcycle class” is as “produced by a recognized manufacturer," and the public must be able to purchase a minimum of 500 frames through retail dealers.

   b. Production class motorcycles shall not be modified from original equipment at time of manufacture e.g., frame, forks, gas and oil tanks, seat, front and rear lighting, fenders, wheels, brakes, air intake box and (unmodified) exhaust system.

      (1) They shall also contain the engine that they were originally produced with.

      (2) Driveline method/type must remain stock (i.e. belt drive must remain belt drive).

   c. All production class motorcycles shall have manufacturer documentation specific to that entry. Production class records are subject to review and will only be certified after comparison with the manufacturer’s documentation to support the production design of the motorcycle at the time of scrutineering.

d. The following modifications will be acceptable:

(1) Acceptable Removals and Adjustments

- Acceptable removals are the license plate frame and bracket, air cleaner element and toolbox.
- Jetting and fuel/air ratio changes are permitted.
- Driveline gear ratio changes are permitted.

(2) Chain Guard

- A chain guard is mandatory on all exposed chains.

(3) Foot Pegs

- Foot pegs must be original equipment. Remove rear foot pegs.

(4) Handlebars

- Handlebars are restricted to 15 inches above, 4 inches in front of original mount or 4 inches lower. All handlebars that mount to the original mount and meet the criteria in this section are acceptable.

(5) Lighting and Instruments

- Headlamps, turn signal lenses, and tail lamp lenses shall be completely covered with non-transparent tape. If desired, remove non-integrated lamps and signals. See Chapter 2, paragraph 2.I.

(6) Wheel and Tire

- If necessary to meet tire speed recommendations, use optional wheels. See 3.12B.21, 3.12B.23.

(7) Side and Center Stands

- Prior to making run, secure side and center stands in the "up" position with zip ties or safety wire.

(8) Windshield, Fairings, Side Covers, and Seats

- Motorcycles originally factory equipped with a fairing and windshield, seat and side covers shall participate with original equipment. The fairings and windshield shall remain in original appearance (height, width and contour).

E. Modified Productions (M) Class

1. Modified Production (M) Class

   a. This class is designed to advance the efficiency of production motorcycles attempting records and increase their strength and stability. Construction of the modified motorcycle shall retain the original (O.E.M.) frame and not be purpose built. Modified class may include factory produced off road, limited production and road racing motorcycles with less than 500 in production available to the public. This class does not include factory produced road racing or any other specialized racing models unless available to the public.

   b. Acceptable alterations include:

      (1) Modifications of steering head angle but must remain in original location.

      (2) Removal or modification of miscellaneous brackets, braces, mounts, etc.

      (3) Swing-arm length, design, type, manufacturer and attachment method.

   c. Maximum total wheelbase shall not exceed factory O.E.M. dimensions by more than 10 percent. Measurement will be taken at the most rearward axle setting. It shall be the participant's responsibility to provide proper documentation listing specifications.

   d. The main frame engine/transmission mounts and tubes must remain unmodified. The main frame is defined as the connection from the steering neck to the engine mounts and swing arm pivots.

   e. The engine and frame must be from the same manufacturer.

   f. The lowest part of seat and handlebar grips shall not exceed an imaginary line drawn between the tops of the rims.

   g. Modified frame class may be subject to special scrutineering of structure welds.

   h. It shall be the participant's responsibility to provide proper documentation listing all O.E.M. specifications for any modifications at the time of scrutineering.

   i. Bikes that meet the requirements for the Modified Class by definition shall not also run in the 'A' Special Construction class during the same meet.

2. Axles and Wheels

   a. The minimum, non-stock wheel replacement size is 15 inches. Front and rear axle material shall be of titanium or steel alloy.

3. Brakes

   a. The rider shall be able to actuate the required rear brakes from the handlebars or foot peg position.

   b. Front brakes are not required in this class.

   c. Hydraulic and/or mechanical drum/shoe and disc brakes assemblies are acceptable.

4. Chain/Belt Guard

   a. A chain/belt guard is mandatory for primary drive and rear drive sprockets and/or pulleys. Guards shall be of suitable steel or alloy material and measure no less than 0.25 inches wider that the chain/belt. This guard must also extend over the rearward edge/apex of the rear sprocket.

5. Exhaust and Mufflers

   a. Length of exhaust/muffler assembly shall not extend past the rear edge of the rear tire. It must be sufficiently anchored.

6. Foot Pegs

   a. Foot pegs must be a minimum of 6 inches ahead of rear axle.

7. Fenders

   a. Front fenders are required.

   b. The front and rear fenders may be O.E.M. or replaced by a generic and must meet the following:

      (1) Front fenders shall provide a continuous 210 degrees of visibility of wheel and tire and not be lower than a horizontal line through the axle.

      (2) The perimeter of the fender shall not be more than 1.75 inches from the tire tread and shall not flair over the fork tubes by more than 2 inches overall.

      (3) Rear fenders shall not extend below the horizontal line of the rear axle.

      (4) An elongated seat may act as rear fender.

      (5) Rear fender/seat section shall not extend beyond the rear edge of the rear tire and shall not be lower than the top rim of the rear wheel.

8. Front Forks

   a. Center hub steering is not allowed, unless O.E.M.

9. Gasoline Tank

   a. Allowed is an aftermarket tank, if it is mounted in the original tank's position and its fuel capacity holds a minimum of 1.32 gallons.

10. Open Class

    a. Open class motorcycles do not permit streamlining.

(1) Streamlining is anything that has the perceptible purpose of directing or controlling the airflow around the motorcycle and/or rider, thus reducing drag.

b. The primary seat area of the motorcycle must be covered at all times.

c. The riders seat/tail section shall not extend past the most rearward edge of the rear tire and shall not be higher than 5 inches above the lowest section of the top of the seat cushion or seat base if no cushion is used, nor shall it be wider than the rider as viewed from the rear.

d. The rear wheel (excluding the tire) must remain visible at all times as viewed from the side.

e. If the seat/tail section does not meet the above standards, the Chief Technical Steward will determine its legality by observing the motorcycle and rider in a race position to determine if the seat/tail section is an aerodynamic aid.

11. Multiple Engines

a. Motorcycle engines cannot exceed 3000cc. Not allowed in the modified class is the use of multiple engines. The engine and frame must be from the same manufacturer.

F. Modified Production-Partial Streamlining (MPS) Class

1. Modified Production-Partial Streamlining (MPS) Class

a. In addition to rules for the “Modified” class, (See 3.12E) the following rules apply to “Modified Partial Streamlining Class."

b. Permitted are the O.E.M. and/or generic replacement fairing and bodywork and tail section. Mount all parts in their original positions and, if necessary, use additional mounting points.

c. The O.E.M. fairing, bodywork and tail section for the specific production model that exceeds 3.12F.2 and/or 3.12F.3 will be permitted, as long as all mounting parts and fitment are original positions. Manufacturer’s documentation to verify O.E.M. fairing, bodywork and tail section must be provided by participant.

2. Partial Streamlining

a. A minimum of 180 continuous degrees of the front and rear tire and wheel shall be showing, with no blockage by streamlining.

b. There must be no streamlining forward of the leading edge of the front tire exceeding 2 inches.

c. Streamlining is limited to seat/tail section and windshield/fairing.

d. With the rider in the racing position, the rider must be able to be seen (hands and forearms excluded) entirely from either side and above. Windshields are the only acceptable use of transparent material.

3. Seat/Tail Section

a. The seat/tail section streamlining shall meet the following criteria.

b. Streamlining shall not extend beyond the rear edge of the rear tire.

c. No streamlining behind the rear axle is permitted to be lower than the top rim of the rear wheel.

G. Special Construction (A) Class

1. Special Construction (A) Class

a. This class is for purpose-built race motorcycles. Special construction class is unlimited in design with the following noted exceptions.

b. The seat area (farthest to rear) shall not be above and/or behind a line drawn vertically upwards through the rear axle.

c. It must be rear-wheel drive only.

d. The use of an O.E.M. frame in the Special Construction class must have a minimum of two of the following:

(1) Two engines with a combined displacement not to exceed 3000cc.

(2) Seat base is lower than an imaginary line drawn between the tops of the rims.

(3) Engine and frame are from different manufacturers.

(4) Altered steering head angle.

(5) Altered main frame engine/transmission mounts and tubes. The main frame is defined as the connection from the steering neck to the engine mounts and swing arm pivots.

(6) Non-O.E.M. fuel tank not using the O.E.M. mounting points.

(7) Center hub steering.

(8) Wheelbase exceeding factory O.E.M. dimensions by more than 10 percent. Measurement will be taken at the most forward axle setting. It shall be the participant's responsibility to provide proper documentation listing specifications.

e. It shall be the participant's responsibility to provide proper documentation listing all O.E.M. specifications for any modifications at the time of scrutineering.

f. Entrants in this class may be asked to provide test certifications on components and stress examination as required.

g. The participant is responsible for the structural integrity and fitness of the design, assembly and welding in this class.

2. Brake System

a. Rear brakes (required) shall be actuated from the handlebars or foot peg position. Front brakes are not required in this class. Hydraulic and/or mechanical drum/shoe and disc brake assemblies are accepted.

3. Chain/Belt Guard

a. A chain/belt guard is mandatory for primary drive and rear drive sprockets and/or pulleys. Guards shall be of suitable steel or alloy material and measure no less than 0.25 inch wider than the chain/belt. This guard must also extend over the rearward edge/apex of the rear sprocket.

4. Engine

a. Any combination of motorcycle engines, not to exceed two is allowed. Combined engine displacement cannot exceed the maximum of 3000cc.

5. Exhaust and Mufflers

a. The length of an exhaust/muffler assembly shall not extend past the rear edge of the rear tire. It must be sufficiently anchored.

6. Foot Pegs

a. Mandatory equipment, location of foot pegs is discretionary.

7. Fuel Tank

a. Fuel tanks shall be securely mounted, with attention to craftsmanship.

b. Location of fuel tank is discretionary.

8. Fenders

a. Fenders are not required.

b. The front and rear fenders may be O.E.M. or replaced by a generic and must meet the following:

(1) Front fenders shall provide a continuous 210 degrees of visibility of wheel and tire and not be lower than a horizontal line through the axle. The perimeter of the fender shall not be more than 1.75 inches from the tire tread and shall not flair over the fork tubes by more than 2 inches overall.

(2) Rear fenders shall not extend below the horizontal line of the rear axle.

(3) An elongated seat may act as rear fender.

(4) Rear fender/seat section shall not extend beyond the rear edge of the rear tire and shall not be lower than the top rim of the rear wheel.

9. Open Class

a. Open class motorcycles may not have streamlining. Streamlining is anything that has the perceptible purpose of directing or controlling the airflow around the motorcycle and/or rider, thus reducing drag. The primary seat area of the motorcycle must be covered at all times.

b. The riders seat/tail section shall not extend past the most rearward edge of the rear tire and shall not be higher than 5 inches above the lowest section of the top of the seat cushion or seat base if no cushion is used, nor shall it be wider than the rider as viewed from the rear.

c. The rear wheel (excluding the tire) must remain visible at all times as viewed from the side.

d. If the seat/tail section does not meet the above standards, the Chief Technical Steward will determine its legality by observing the motorcycle and rider in a race position to determine if the seat/tail section is an aerodynamic aid.

H. Special Construction Partial Streamlining (APS) Class

1. Special Construction Partial Streamlining (APS) Class

a. In addition to rules for the "Special Construction" classes (See 3.12F) the following rules apply to "Special Construction Partial Streamlining Class".

2. Partial Streamlining

a. A minimum of 180 continuous degrees shall be showing of the front wheel.

(1) It shall not be blocked by streamlining.

(2) There must be no streamlining forward of the leading edge of the front tire exceeding 2 inches.

b. With the rider in the racing position, the rider must be able to be seen (hands and forearms excluded) entirely from either side and above.

c. Windshields are the only acceptable use of transparent material.

3. Seat/ Tail Section

a. Seat/tail section streamlining shall meet the following criteria.

(1) Streamlining shall not extend beyond the rear edge of the rear tire more than 10 inches.

(2) It shall not be closer than 4 inches from the ground starting at the most forward edge of the

rear wheel and extending rearward.

(3) All measurements will be taken without motorcycle on stands and with rider seated in racing position.

4. Exhaust and Mufflers

a. All exhaust and mufflers must exit outward of all bodywork.

I. Streamliner (S) Class

1. Streamliner (S) Class

a. Streamliners are defined as a two-wheeled motorcycle with an unlimited wheelbase that shall leave a single track. All streamliners shall be capable of being leaned a minimum of 20 degrees from their vertical position without touching the ground.

(1) The rider shall be restrained inside a structure capable of completely containing and protecting the rider's entire body during loss of control events. Pay careful attention to restraints, which maintain the rider's normal seating position during a high-energy loss of control event.

b. Due to the specialized nature of these machines, all participants are encouraged to address questions to the AMA and the promoters about guidelines prior to entry.

c. Builders of any frame other than those constructed of steel shall submit frame structure information to the promoters that document the durability of the structure.

(1) When requested, provide test certifications on components and stress examination as required.

2. Batteries

a. All wet-cell batteries shall be mounted outside the rider compartment.

b. Batteries mounted in the rider compartment shall be inside of an acid spill proof sealed box.

c. Metal framework, substantially mounted, will secure batteries mounted in alternate areas.

d. Battery hold down devices shall not include tie straps or bungee style cords.

e. Two well-marked and identified battery disconnect switches; inside the cockpit and outside on the rear or top of the streamliner are mandatory.

3. Brakes/ Wheels

a. Rear brakes required. Wheel and tire size are unlimited.

4. Canopy and Windshield

   a. The canopy assembly shall be removable from the inside and the outside without the use of any tools.

   b. The outside of the machine must have clear markings with specific instruction for removal.

   c. The rider shall be able to exit the machine, upright or on its side, without assistance.

   d. Use only shatterproof plastic with 120 degrees of direct horizontal vision from the rider's position forward to construct the canopy windshield.

   e. The canopy shall be clear of any obstructions. In addition, do not attach it to the steering mechanism or any other control mechanisms.

5. Class and Number Display

   a. Each streamliner shall have numbers/letters in a minimum area of 10 inches by 12 inches displayed on both sides. Use a contrasting color to that of the body color and display the number and class designation. (See 3.12B.13)

6. Driver Suit and Helmet

   a. An approved rider suit is mandatory.

   b. A minimum suit meets the SFI 3-2A/15 or higher rating. Accessories (boots, gloves, etc.) shall be a minimum SFI 3.3/5 rating, however it is recommended that the rating for the suit, gloves and boots are rated the same minimum (15 or higher).

   c. Helmets for streamliners shall ***meet requirements as defined for streamliners in Land Speed Racing Minimum Standard Equipment (3. 12 B. 16.d.2)***.

   d. Nomex interior liner is required, with a Nomex skirt that shall be tucked inside the suit collar for neck protection. This skirt can be integrally woven to the helmet or externally attached around the lower edge of the shell.

7. Engine

   a. The Streamliner class is limited to one or two motorcycle engines with a combined displacement not to exceed 3000cc.

8. External Controls

   a. Including all features stated in these streamliner guidelines, external operations of the following functions are required:

      (1) Ignition-Main shut off

      (2) Riders compartment exit

   b. All external access and operation points shall be clearly marked on the exterior.

      (1) It is recommended that panel removal access is marked on the exterior.

c. It is recommended that the fire extinguisher(s) also have external operating controls.

9. Firewall and Tank Requirements

a. The engine and fuel compartments shall be sealed off from the rider with a minimum of one firewall in a manner to prevent exploding parts, heat and liquids from entering the rider compartment. When considering these liquid-tight firewall requirements, remember that these streamliners often come to rest tipped on their sides.

(1) The minimum firewall thickness shall be 0.06" steel.

(2) Aluminum firewalls are not recommended, however if in place, they shall be a minimum of 0.125-inch thickness.

(3) Fire-resistant matting is recommended for all firewalls.

(4) The engine and fuel compartments shall have sufficient drainage.

b. Wiring, linkage and controls shall be sealed through the firewall to avoid leakage.

c. A bulkhead must separate the rider from the front wheel.

d. Fuel and oil tank(s) are not permitted inside of the rider compartment.

e. Fuel lines shall not enter the rider compartment.

f. Water or water wetter agents will be the only engine coolant allowed.

10. Fire Extinguishing

a. A manually controlled fire extinguisher system shall be installed in this class.

b. Automatic systems with a heat-sensing switch shall also have a manual control to override the extinguishing system.

c. One manual emergency control is mandatory, and it shall be within reach of the rider and stay activated once pulled.

(1) It is recommended that the extinguishing system also be able to be activated from the exterior.

d. Extinguishing agents shall be approved and certified for use in confined spaces.

(1) The most recently approved extinguisher technology is recommended.

e. All nozzles, lines and valves shall be securely mounted and free flowing.

(1) Hose lines should be repeatedly checked for wear or corrosion.

f. Hose clamps are not acceptable for mounting of extinguisher bottle.

g. Installation of extinguisher shall be to the manufacturer's specifications for the specific size and shape of the rider's compartment.

h. All extinguishing equipment shall have an inspection or full tag not more than twelve months old.

i. Identified below are the minimum fire extinguisher requirements for streamliners.

(1) 0-150 mph: 5 pounds minimum for rider area.

(2) 151mph and above: 10 pounds. The extinguisher areas covered shall be divided between the rider and engine compartments with a minimum of 5 pounds for rider and 5 pounds for the engine compartment. Separate systems are recommended.

(3) All tow and push vehicles in this class shall be equipped with a minimum of one 5-pound fire extinguisher.

11. Fuel Shutoff

a. Streamliners shall have a positive fuel shutoff activated from the rider compartment.

12. Lean Angle

a. The vehicle, unloaded, must be capable of being leaned at an angle of 20 degrees (minimum) from the vertical without touching the ground, other than the tires.

13. Parachute

a. All streamliners are required to have a parachute.

(1) Entrants in this class with records above 250 mph are required to have separate high-speed and low-speed parachutes.

b. Streamliners in this class with an open tail shall be equipped with an automatic actuator that releases the parachute at 40 degrees from upright. Streamliners with a closed tail shall automatically actuate parachute at 40 degrees from upright.

c. Riders shall be able to activate the parachute without their hands leaving the steering mechanism.

d. All parachutes shall be mounted to a cross-frame member.

e. Size, mounting of parachute and tether lines shall be installed according to parachute manufacturers' specifications.

f. Heat/fire protection of all attachment points and first 6 feet of riser line is required.

g. Parachutes shall be packed and active at all times while on course.

h. Tilt switch activator shall be tested during scrutineering.

14. Roll Cage

a. It is required that streamliners have a minimum of two roll bars, one forward of the rider's head, and one behind the rider's head.

b. The protective cage shall extend past the rider's feet and shall protect the rider from all sides and directions.

c. Roll bars shall have a minimum outside diameter of 1.25 inches, a 0.09-inch nominal wall thickness, steel cap, 0.09-inch thick covering the upper 140 degrees, riders head and braced on each side to main frame.

(1) Gussets are required at the junction of the roll cage and chassis tubes.

d. The rider, with helmet on, shall not have more than 2 inches of head movement within the roll bar.

e. Foam padding, which has a minimum 0.25-inch compression and meets SFI 45.1 or Fédération Internationale de l'Automobile (FIA) specification shall be installed around the head hoop or head area, as well as all head hoop supports in the roll cage assembly.

f. Seats are an integral part of the rider restraint and protection within the roll cage.

(1) Seats shall be welded or securely bolted to the chassis and be constructed of 0.060 steel or 0.120 aluminum.

(2) Seat backs shall be supported by chassis members or equivalent strength structure.

(3) All non-metal seats shall maintain rider seating position and restraint belt tension during a loss of control event.

g. The rider leg area shall be inside the chassis and the cage structure on the top, sides and bottom.

(1) If there is removable cross member above the rider's legs, it shall be constructed of material similar in strength to the tube requirement (3.12I.14.c).

(2) Hinge and securing hardware shall be a minimum of 3/8-inch diameter grade eight fasteners at four points minimum.

(3) Any other roll cage design shall be tested for strength and have a finite element study to prove its strength by a qualified expert or a person holding qualifications of a recognized institute (engineering firm, etc.).

15. Steering

    a. All steering including links, rods and cables shall move unbound through the body and firewall and be free without excessive play. The steering assembly shall be rigid mounted to the frame.

    b. Long steering rods must be able to collapse and have secondary stops.

    c. All steering components shall have grade 5 or better bolts.

    d. Welds on steering components may be subject to X-ray certification.

    e. Quick disconnects for handlebars are permitted.

16. Rider Restraint and Systems

    a. Installation of shoulder and seat belts shall be to the manufacturer's specifications, labeled with the date of manufacturer, and no more than five years from the date of inspection.

    b. Shoulder and seat belts shall be attached to the protective cage tubing.

        (1) Bolt-in restraint belts shall use belt manufacturer supplied or similar hardware.

        (2) Mounting plates welded to the chassis shall be a minimum 0.125-inch thickness with a minimum 1-inch radius material in the load path outside the bolt circumference.

        (3) Belts shall be attached to the tubing in line with the direction of pull as close to the rider as is practicable.

    c. Shoulder belts passing over tubing and remotely attached to a different distant chassis member will not be allowed.

    d. Aluminum hardware as a component of any belt system is not permitted.

    e. Latch type belt release systems shall be resistant to and protected from arm restraints releasing the latch.

    f. Arm restraints are mandatory with anchor points to the harness assembly secured to the frame. Rider-released leg restraints are compulsory for any streamliner that does not have a welded or bolted structure over the leg area.

    g. Rider-releasable leg restraints are recommended in all cockpits.

        (1) Net-type leg restraints are acceptable as long as the net will allow the rider to exit the streamliner without assistance.

    h. Do not expose belt and harness mounting hardware on the outer plane of the chassis.

i. All streamliners require a seven-point harness to hold the rider.

j. An SFI 38.1 type helmet restraint system is strongly recommended for closed cockpit motorcycles.

17. Streamliner Compartment (Cockpit)

a. Roll cage and interior panels shall prevent the rider's extremities from extending outside the rider compartment.

b. All mounting tabs, brackets, and protrusions into the cockpit shall be free of sharp edges.

c. The rider compartment shall have an outside air source.

d. All riders shall demonstrate exiting ability from the rider compartment within 30 seconds without assistance.

18. Trial Runs

a. At the discretion of the meet officials, all streamliners and/or new riders of streamliners may be required to make a series of trial runs to exhibit stability during incremental speeds.

b. All trial runs shall be conducted with parachute fully operational and all body and canopy panels in place.

19. Skids

a. Streamliners that use skids shall have a positive up-locking and positive down-locking feature.

b. Turn up the front edge of the skids to avoid digging into the salt surface.

c. In addition, as soon as the vehicle becomes stable the rider must be able to raise the skids easily.

(1) It is recommended that skid up and down indicators are installed in the cockpit.

J. Sidecars (SC) Class

1. Sidecar (SC) Class

a. Sidecars are two-wheeled motorcycles with a third wheel attached to a sidecar that leaves two separate and distinct tracks with the front-wheel track being covered by the rear-driven wheel track. The chassis and suspension may be of traditional motorcycle design with sidecar chassis attached, utilizing body and platform panels.

b. Attached sidecars integrated into a special construction chassis are allowed.

c. The sidecar can be mounted on the right or left of the rider with mounting brackets, universal or rigid bar fittings for rigidity, application and sufficient depth of engagement. Any and all attaching hardware for the sidecar to the motorcycle must be safety wired and be visible. Special attention will be made to the sidecar construction, mounting hardware and sufficient distribution of stress with the sidecar mounted. Universal brackets and hardware are prohibited.

2. Engine Position

   a. Any combination of motorcycle engines, not to exceed two, is allowed. Combined engine displacement of a maximum of 3000cc shall be mounted on a centerline between the front and rear wheels.

3. Front/ Rear Wheel Size

   a. Rear-wheel drive only is permitted. Front and rear wheel size is restricted to 10-inch minimum diameter and sidecar minimum of 5-inch diameter.

4. Passenger Platform

   a. The sidecar platform shall be large enough to allow a passenger to ride in the sidecar. The minimum dimensions of the passenger's space on the platform are 32 inches long by 12 inches wide.

   b. If carrying a passenger:

      (1) A shield shall cover the sidecar wheel and tire on the inside of the passenger platform.

      (2) There shall be a handhold mounted for the passenger.

      (3) The sidecar mounting hardware and/or rigid bars shall not be used as designated handholds.

      (4) Passenger shall ride in the kneeling or prone position.

   c. In lieu of a passenger or above 175 mph, a minimum ballast or weight of 60kg (approx. 132 pounds) must be mounted and secured to the sidecar. The ballast shall not serve any functional purpose other than weight and must be removable for weight verification.

5. Rider Location

   a. The rider shall control the motorcycle/sidecar from the seating or kneeling position on the tire tread centerline between the front and rear wheels.

   b. Standard motorcycle handlebars are required.

   c. The rider and passenger shall be able to exit the motorcycle and sidecar without restrictions or assistance.

6. Steering

   a. A steering damper is mandatory.

   b. Steering is by front wheel only.

   c. A center hub, spindle steering/ suspension system is permitted.

7. Track and Wheelbase

   a. The track is measured from the center of the rear wheel tire to the center of the sidecar wheel tire and shall be more than 32-inches. The overall wheelbase of the motorcycle as measured between the centerline of the front and rear axles cannot be less than 50 inches or more than 110 inches.

8. Windshield/Fairings

   a. With the rider in the racing position, the riders' upper torso must be able to be seen from either side of the motorcycle (hands and forearms excluded).

   b. Dustbin-style fairings can be used, and windshields are the only acceptable use of transparent material.

K. Sidecar Streamliner (SCS) Class

1. Sidecar Streamliner (SCS) Class

   a. Originality of construction is encouraged. An unlimited wheelbase is permitted. This class shall meet the criteria specified in 3.12I with the exclusion of "skids."

      (1) Sidecar passenger platform minimums (Section 3.12J.4) in this section are required.

      (2) Passengers are not permitted in this class.

2. Test Running

   a. All sidecar streamliners in this class may be required to make a series of trial runs to exhibit stability during incremental speeds.

   b. Sidecar ballast or wheel alignment adjustment may be compulsory.

L. Engine by Classification

All classes, with the exception of Diesel (D, DB) Solar/Electric (W) and Other Propulsion (X) shall use motorcycle engines. A motorcycle engine is defined as any engine that was specifically designed for use in a motorcycle.

1. Production (P)

   a. Use the same engines (gasoline only) originally installed in the specific motorcycle frame at the time of production and ensure it meets the definition set in the 'P' frame class (See 3.12D). Original equipment (OEM) shall include cylinders, cases (crankcases), heads, and carburation or throttle body (stock venturi size), kick-starter or electric starter. Displacement determines the class. OEM displacement specifications must remain stock.

   b. GASOLINE ONLY. Fuel not permitted in this class. (See 3.12B.7)

   c. P engine class shall not run in M, MPS, A, APS or S frame classes.

2. Production, Push Rod (PP)

   a. The camshaft shall be located below the cylinder to head deck and have push rods that open valves with the use of individual lifters. Paragraph 3.12L.1 above is also applicable.

3. Production, Vintage (PV)

   a. Same as 3.12L.1 but with a production date prior to 1956.

   b. Allowable overbore in this class is + .050 inches over OEM standard bore to remain in displacement class.

4. Production, Classic (PC)

   a. Same as 3.12L.1 but with a production date prior to 1981.

   b. Allowable overbore in this class is + .050 inches over OEM standard bore to remain in displacement class.

5. Production, Supercharged (PB)

   a. 3.12L.1 is also applicable.

   b. If installed at time of manufacture, a turbocharger or supercharger will be allowed. You cannot use aftermarket equipment.

6. Push Rod: Gasoline (PG)

   a. The camshaft shall be located below the cylinder to head deck and have push rods that open valves with the use of individual lifters and must have the same number of valves in the cylinder head as produced by the original manufacturer.

   b. GASOLINE ONLY. (See 3.12B.7)

7. Push Rod: Fuel (PF)

    a. The camshaft must be located below the cylinder to head deck and have push rods that open valves with the use of individual lifters and shall have same number of valves in the cylinder head as produced by the original manufacturer.

    b. NO FUEL RESTRICTIONS. (See 3.12B.6)

8. Push Rod, Supercharged Gasoline (PBG)

    a. The camshaft shall be located below the cylinder to head deck and have push rods that open valves with the use of individual lifters.

    b. A mechanically driven supercharger and/or exhaust driven turbocharger is mandatory.

    c. Use of water injection is acceptable.

        (1) The water container shall be sealed by race officials.

    d. GASOLINE ONLY. (See 3.12B.7)

9. Push Rod, Supercharged Fuel (PBF)

    a. The camshaft shall be located below the cylinder to head deck and have push rods that open valves with the use of individual lifters.

    b. A mechanically driven supercharger and/or exhaust driven turbocharger is mandatory.

    c. NO FUEL RESTRICTIONS. (See 3.12B.6)

10. Vintage Gasoline (VG)

    a. The engine's production date shall be prior to 1956. Flathead, OHV, and two-stroke engines shall retain the O.E.M. heads, cylinders and crankcases originally installed at time of factory production. Above components produced after 1955 and exact reproductions may be legal in vintage class if they offer no competitive advantage.

    b. Documentation may be required to prove authenticity of vintage design.

    c. Allowable overbore in this class is + .050 inches over OEM standard bore to remain in displacement class. Further increased displacement beyond the class limit shall place the motorcycle in the correct class.

    d. GASOLINE ONLY. (See 3.12B.7)

11. Vintage Fuel (VF)

    a. The engine's production date shall be prior to 1956. Flathead, OHV, and two-stroke engines shall retain the O.E.M. heads, cylinders and crankcases originally installed at time of factory production. Above components produced after 1955 and exact reproductions may be legal in vintage class if they offer no competitive advantage.

b. Documentation may be required to prove authenticity of vintage design.

c. Allowable overbore in this class is +0.050 inches over O.E.M. standard bore to remain in displacement class. Further increased displacement beyond the class limit shall place the motorcycle in the correct class.

d. NO FUEL RESTRICTIONS. (See 3.12B.6)

12. Vintage, Supercharged Gasoline (VBG)

a. The engine's production date shall be prior to 1956. Flathead, OHV, and two-stroke engines shall retain the O.E.M. heads, cylinders and crankcases originally installed at time of factory production. Above components produced after 1955 and exact reproductions may be legal in vintage class if they offer no competitive advantage.

b. Documentation may be required to prove authenticity of vintage design.

c. A mechanically driven supercharger and/ or exhaust-driven turbocharger is mandatory.

d. Use of water injection is acceptable.

(1) The water container shall be sealed by race officials.

e. Allowable overbore in this class is +0.050 inches over O.E.M. standard bore to remain in displacement class. Further increased displacement beyond the class limit shall place the motorcycle in the correct class.

f. GASOLINE ONLY. (See 3.12B.7)

13. Vintage, Supercharged Fuel (VBF)

a. The engine's production date shall be prior to 1956. Flathead, OHV, and two-stroke engines shall retain the O.E.M. heads, cylinders and crankcases originally installed at time of factory production. Above components produced after 1955 and exact reproductions may be legal in vintage class if they offer no competitive advantage.

b. Documentation may be required to prove authenticity of vintage design.

c. A mechanically-driven supercharger and/or exhaust-driven turbocharger is mandatory.

d. Allowable overbore in this class is +0.050 inches over O.E.M. standard bore to remain in displacement class. Further increased displacement beyond the class limit shall place the motorcycle in the correct class.

e. NO FUEL RESTRICTIONS. (See 3.12B.6)

14. Classic Gasoline (CG)

    a. The engine's production date shall be prior to 1981. All engines shall retain the O.E.M. heads, cylinders and crankcases originally installed at time of factory production. Above components produced after 1980 and exact reproductions may be legal in Classic class if they offer no competitive advantage.

    b. Documentation may be required to prove authenticity of classic design.

    c. Allowable overbore in this class is +0.050 inches over O.E.M. standard bore to remain in displacement class. Further increased displacement beyond the class limit shall place the motorcycle in the correct class.

    d. GASOLINE ONLY. (See 3.12B.7)

15. Classic Fuel (CF)

    a. The engine's production date shall be prior to 1981. All engines shall retain the O.E.M. heads, cylinders and crankcases originally installed at time of factory production. Above components produced after 1980 and exact reproductions may be legal in Classic class if they offer no competitive advantage. Documentation may be required to prove authenticity of vintage design.

    b. Allowable overbore in this class is +0.050 inches over O.E.M. standard bore to remain in displacement class. Further increased displacement beyond the class limit shall place the motorcycle in the correct class.

    c. NO FUEL RESTRICTIONS. (See 3.12B.6)

16. Classic, Supercharged Gasoline (CBG)

    a. The engine's production date shall be prior to 1981. All engines shall retain the O.E.M. heads, cylinders and crankcases originally installed at time of factory production. Above components produced after 1980 and exact reproductions may be legal in Classic class if they offer no competitive advantage.

    b. Documentation may be required to prove authenticity of vintage design.

    c. A mechanically-driven supercharger and/or exhaust-driven turbocharger is mandatory.

    d. Use of water injection is acceptable.

        (1) The water container shall be sealed by race officials.

    e. Allowable overbore in this class is +0.050 inches over O.E.M. standard bore to remain in displacement class. Further increased displacement beyond the class limit shall place the motorcycle in the correct class.

    f. GASOLINE ONLY. (See 3.12B.7)

17. Classic, Supercharged Fuel (CBF)

    a. The engine's production date shall be prior to 1981. All engines shall retain the O.E.M. heads, cylinders and crankcases originally installed at time of factory production. Above components produced after 1980 and exact reproductions may be legal in Classic class if they offer no competitive advantage.

    b. Documentation may be required to prove authenticity of vintage design.

    c. A mechanically-driven supercharger and/or exhaust-driven turbocharger is mandatory.

    d. Allowable overbore in this class is +0.050 inches over O.E.M. standard bore to remain in displacement class. Further increased displacement beyond the class limit shall place the motorcycle in the correct class.

    e. NO FUEL RESTRICTIONS. (See 3.12B.6)

18. Modified Gasoline (AG)

    a. Unlimited design. You cannot use superchargers and turbochargers. Construction shall include a majority of motorcycle engine parts. However, you can use fuel injection.

    b. GASOLINE ONLY. (See 3.12B.7)

19. Modified Fuel (AF)

    a. Unlimited design. You cannot use superchargers and turbochargers. Construction shall include a majority of motorcycle engine parts. However, you can use fuel injection.

    b. NO FUEL RESTRICTIONS. (See 3.12B.6)

20. Supercharged Gasoline (BG)

    a. A mechanically-driven supercharger and/or exhaust-driven turbocharger is mandatory.

    b. Unlimited design. Construction shall include a majority of motorcycle engine parts. Fuel injection is allowed.

    c. Use of water injection is acceptable.

    d. The water container shall be sealed by race officials.

    e. GASOLINE ONLY. (See 3.12B.7)

21. Supercharged Fuel (BF)

    a. A mechanically-driven supercharger and/or exhaust-driven turbocharger is mandatory.

    b. Unlimited design. Construction shall include a majority of motorcycle engine parts. Fuel injection is allowed.

    c. NO FUEL RESTRICTIONS. (See 3.12B.6)

22. Diesel (D) Fuel Only

    a. Unlimited Design. You cannot use superchargers and turbochargers. Fuel injection permitted.

    b. DIESEL FUEL ONLY.

Displacement Class	Maximum CC
750	750
1500	1500
3000	3000

23. Diesel, Supercharged (DB)

    a. A mechanically-driven supercharger and/or exhaust-driven turbocharger is mandatory. Unlimited Design. DIESEL FUEL ONLY.

    b. Engine displacement is based on the table shown in 3.12L.22.

24. Solar/Electric (W)

    a. Electric Motor

        (1) Only electric motor(s) shall be used as propulsion method in this class. Weight determines this engine class:

Weight Class	Maximum weight
150kg (330.7lb)	150kg
300kg (661.4lb)	300kg
Unlimited	-

        (2) NOTE: Pound weight converted from kilogram weight to match the FIM regulations for this class.

    b. Batteries

        (1) Secure batteries to motorcycle frame with metal framework, adequate to secure in case of loss of control event. Do not use tie straps and bungee style cords to secure batteries. The battery may consist of several individual battery packs.

        (2) All battery types should be equipped with Battery Management System (BMS).

        (3) A service disconnect should be between the traction battery pack and the rest of the drive system.

    c. Battery Charging

        (1) Batteries shall be recharged in the pits or other designated areas only. During record attempts 1.H. also applies to recharging.

(2) Chargers shall be properly grounded to prevent shock hazard. If the charger is connected to a generator, the motorcycle chassis should be connected to the ground wire of the generator. If chargers are connected to power grid the motorcycle chassis shall be connected to earth ground.

(3) Minimum one (1) 5-pound fire extinguisher must be available during charging. A motorcycle on charge must always be attended to by a crew member.

d. Indicators

(1) All motorcycles shall have a clearly visible red tail lamp indicating a live/energized motorcycle. A similar light shall also be visible to the rider seated in racing position. The light shall be off when the master shutoff/safety contactor is open.

e. Insulation

(1) The traction battery pack, traction wiring, motor, motor controller and all other parts of the high voltage traction circuit shall be securely isolated from the chassis of the motorcycle and properly insulated. All traction wiring must have insulation rated for the maximum voltage of the battery pack.

(2) When the motorcycle is in race-ready condition, voltages over 24V shall be protected from human contact.

f. Motor(s)

(1) Air cooled open frame type motors must have adequate steel or aluminum shielding between the motor and rider.

g. Motor Master Controller Shutoff

(1) All motorcycles shall have a master shutoff located within reach of the rider, which shall also operate the safety contactor. The rider shall be able to operate the shutoff without taking the hands off the handlebar or the feet off the foot pegs (Production (P) class excluded).

(2) Rider lanyard must be capable of shutting off all the power to the electric traction motor (streamliners excluded).

(3) All vehicles, except in the Production (P) frame class, shall have an externally operated switch or control located at the rear of the vehicle, clearly marked to indicate 'OFF' position. The switch or control shall operate the safety contactor. The switch shall be clearly identified in writing located adjacent to the switch. The switch or control shall be red on a yellow background.

h. Over Current Protection

(1) The traction system shall have DC over-current protection. Circuit breaker(s) or fuse(s) permitted for over-current protection. The current rating for the breaker(s) or fuse(s) shall be lower than a short circuit current that the battery pack can produce without damage. The breaker(s) or fuse(s) shall have a DC voltage rating equal or greater to the nominal pack voltage, and a continuous current rating lower than the safety contactor.

i. Rider Compartment (Streamliners)

(1) The motor(s) and battery shall be located outside the rider's compartment (cockpit).

(2) No traction wiring shall be in the rider's compartment.

(3) High voltage instrument wiring is permitted but should be kept to a minimum.

j. Safety Contactor

(1) All vehicles, excluding Production (P) frame class, shall incorporate at least one electrical safety contactor that de-energizes the traction system. The safety contactor shall have a voltage rating equal or higher than the maximum total battery voltage.

(2) The use of solid-state switches for safety contactor is prohibited. If the contactor is controlled by an external low-voltage circuit, the default (de-energized) position of the contactor shall be 'open'. The safety contactor shall NOT routinely open or close under load. It shall be separate from any contactor used to throttle the vehicle, or to pre-charge the controller, for example.

25. Other Propulsion (X)

Each case will determine the rules that will govern these classes. Meet promoters reserve the right to refuse entry for participants in this class.

M. National Records

National Records are maintained by the AMA and available by contacting AMA resources or available online at www.bonnevillemst.com.

CHAPTER 4

AMA DISCIPLINARY CODE

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Notes:

SECTION 4.1
PRINCIPLES AND AMA DISCIPLINARY BODIES

A. PRINCIPLES

By participating in an AMA meet, each member acknowledges and agrees to abide by the AMA's rules and procedures, including those related to release and waiver of liabilities and claims. In addition, riders are responsible for the actions of their families and crew members. All parties involved in AMA-sanctioned competition are expected to conduct themselves in a responsible manner, respecting the rights of others at all times. 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.

Any current AMA member who has been denied the right to participate in an AMA-sanctioned meet may request review from the AMA national office using the AMA appeal process.

Any supplemental rules, regulations, instructions or procedures established by the AMA for the purpose of implementing, interpreting or enforcing these rules will be part of the rules. The intent of a specific rule or procedure will override an AMA member's interpretation of a rule. The intent of a rule will be determined by competent AMA officials and at the sole discretion of the AMA. If any rule is unclear to the AMA member, the AMA member is advised to get written approval prior to any actions or modifications.

All rules herein may be appealed in accordance with the procedure stated in the AMA Racing Rulebook, except for those rules that the rulebook specifies may not be appealed. The participants recognize the need for officials to make decisions that require judgment and the exercise of discretion, often instantaneously, with events as they are occurring. The exercise of judgment by the officials during an event, with respect to any penalty or lack of penalty, shall only be appealable in accordance with the AMA Racing Rulebook. By submitting an application to participate in an AMA-sanctioned event, and in consideration of receiving the numerous benefits available, each participant agrees that the final and binding decisions of the officials are non-litigable and shall not be appealable to any court or tribunal other than the AMA. The participants to any protest or appeal further agree that the protest and appeal procedures provided for in the AMA Racing Rulebook are the exclusive remedy for the resolution of any disputes and renounce the right to, and shall not pursue, recourse to any arbitrator, court or other tribunal not provided for in the AMA Racing Rulebook. No court action of any kind may be taken by any participant. By reason of participation in an event, each participant waives any rights such participant may otherwise have to be a party to or take any action in court seeking legal or equitable relief against any decision, lack of decision or action of any kind by the officials or anyone acting on their behalf or the appeal panel. Each participant acknowledges that participation in an event by other participants is, in part, on reliance on this waiver. If a participant initiates or participates in litigation in violation of this rule, all participant privileges may thereupon be suspended and subject to disciplinary action deemed warranted by the AMA.

B. AMA DISCIPLINARY BODIES

Competence: The AMA and the referee have the authority to penalize any voluntary or involuntary action or act infringed by a person or AMA member during a meet, contrary to the current regulations or instructions given by an official of the meet.

1. Penalties that may be pronounced by the referee:

   a. The following penalties may be pronounced by the referee.

      (1) Warning

      (2) Time, position or point penalty

      (3) Ride through procedure or stop and go procedure

      (4) Fine, subject to a maximum of $50.00

      (5) Disqualification

   b. Furthermore, the referee can refer the case to the AMA in order to impose a higher penalty than the referee is empowered to do.

   c. The referee may call for the inspection of any machine or component, including fuel, at any time.

   d. The referee is competent to adjudicate upon a protest lodged during a meet.

2. Penalties that may be pronounced by the AMA:

   a. The following penalties may be pronounced by the AMA:

      (1) Warning

      (2) Time, position or point penalty

      (3) Fine, subject to a maximum of $500.00

      (4) Withdrawal of Championship points

      (5) Disqualification

      (6) Suspension

      (7) Exclusion

   b. The AMA has the authority to penalize automatically or on request of an official: any voluntary or involuntary action or act infringed by a person or AMA member during a meet, contrary to the current regulations or instructions given by an official of the meet.

   c. The AMA is competent to adjudicate upon an appeal lodged as a result of a protest or referee decision.

SECTION 4.2
OFFENSES

A. OFFENSES

This list is provided as guidance to competitors but does not restrict the AMA and meet referee from invoking penalties for other actions detrimental to the sport that are not specifically contained herein.

1. Falsifying one's name, age or ability level, practicing or competing under false pretenses.
2. Entering and competing on a motorcycle/minicycle in a class where it is not the same basic design and materials of the approved model for the class entered.
3. Failing to attend mandatory rider meets.
4. Riding in such a manner as to endanger the safety of others.
5. Failing to immediately respond to a black flag or other signals from officials.
6. Failing to re-enter the course/track without gaining an advantage, from the closest point to where the rider left the course.
7. Receiving any form of prohibited outside assistance, including, but not limited to, receiving radio transmissions while in competition.
8. Causing a race to be stopped.
9. Competing 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.
10. Changing the specifications of a motorcycle that has already been admitted for competition and/or inspected.
11. Failing to comply with AMA claiming rules.
12. Refusing to provide a true and factual statement regarding an item under protest or appeal when requested by the referee or AMA. Interfering with the AMA protest and appeal process.
13. Attacking an AMA or meet official or engaging in a fight anywhere on the premises prior to, during or after an AMA-sanctioned meet.
14. Any corrupt or fraudulent act, or any action prejudicial to the interests of the meet or of the sport, carried out by a person or AMA member during a meet.
15. Attempting to gain an unfair advantage.
16. Wagering on the outcome of any AMA-sanctioned competition.
17. Conspiring with others to violate any of these rules.

18. During a race, a rider must always attempt to succeed. If not, they shall not be allowed to continue the competition and may be penalized by the referee.
19. Engaging in any unfair practice, misbehavior or action deemed by the referee or the AMA to be detrimental to the sport.

SECTION 4.3
EQUIPMENT

A. Equipment

Compliance with all applicable equipment rules must be made at all inspections. The referee may also disallow use of a motorcycle, determined by the referee, to be illegal under these rules.

1. Any motorcycle found to be in violation of equipment rules would 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 compliance with AMA rules. Riders are responsible for any violation of equipment rules involving their motorcycle.
2. Under the direction of the meet referee or the AMA, motorcycles or components may be impounded following an event to allow for inspection and testing as directed by these rules and the AMA.

Notes:

SECTION 4.4
PENALTIES

A. Penalties

1. An offender may have several penalties pronounced against them according to the circumstances. Certain penalties entail suspension of competition privileges delivered by the AMA until the penalty inflicted has been fulfilled.

2. Any member under suspension, or otherwise disciplined under these rules of competition, may be placed on probation or reinstated by the AMA.

3. Definition and application of penalties

    a. Warnings: can be made privately or publicly.

    b. Fines: cash penalty.

    c. Time and/or point penalty or suppression of time: the imposition of time or points affecting the rider's actual result or suppression of time.

    d. Disqualification: entails automatically and independently of any other penalty, the invalidation of the results obtained in a meet, event, practice, race or ranking.

    e. Withdrawal of Championship points: entails the loss of AMA, district and series Championship points.

    f. Suspension: entails the loss of all the rights granted to AMA members, or prohibition from taking part in any of the activities under AMA control for a specified period of time. The application of this penalty may be conditionally deferred for a period of up to a maximum of two years.

    g. Exclusion: entails the final and complete loss of all rights of participation in any activity under AMA control.

4. Specific penalties: Specific penalties for certain offenses are provided for in these rules and/or supplementary regulations.

    a. A rider judged to have caused a red flag may be disqualified from the event.

    b. The minimum suspension for a second offense of a similar nature shall be six months.

    c. Riding in a lower classification than entitled (e.g., an A class rider competing in the B class) may be penalized by a fine and a suspension of up to one year.

    d. Refusing to submit a machine or component (including fuel) for inspection, will result in the forfeiture of all points, prizes and rights at the meet, plus a fine and one-year suspension.

e. Attacking an AMA/meet official or fighting violation will be a fine of up to $500.00 and an indefinite suspension pending review by the AMA.

f. Competing on a machine that exceeds class displacement limits will result in a six-month suspension from all AMA competition for first violation and a one-year suspension for subsequent violations.

SECTION 4.5
PROTESTS AND APPEALS

A. Protest

1. Right of protest:

   a. Any rider directly affected by a decision taken during a meet under the authority of the AMA or following dangerous, unfair or fraudulent behavior, riding or act, has the right to protest against such a decision, behavior, riding or act.

   b. A protest against the class eligibility of a rider, passenger, team or a motorcycle entered, should be made before the start of the official practice or race if no practice is offered.

   c. No protest can be lodged against a statement of fact pronounced by the referee or AMA official (appointed by the AMA to serve in an official capacity) during the race or the timed practices. Statements of fact depend exclusively from a factual observation without any possible adjustment of the sanction, which is statutorily and precisely stated in the AMA Rulebook or any supplemental regulations.

   d. ***Protests must have a good faith basis in fact. Protests deemed by the Race Official to be frivolous or filed with the intention of harassing, annoying or disturbing the protested rider, may not be accepted and may be subject to penalty for conduct detrimental to the sport of motocross.***

2. Procedure and time limit for protest: All protests must be submitted and signed only by the person directly concerned. Each protest must refer to a single subject only and must be presented within 1/2 hour of the publication or posting of the results. During a meet, protests must be submitted according to the provisions of the AMA Racing Rules and supplementary regulations and handed to the referee together with the protest fee as published by the AMA.

   a. The referee (or a designee) must accept any protest that is properly made within the specified time limit and accompanied by the appropriate fee. A protest cannot be withdrawn without the permission of the referee.

   b. Final determination of the timeliness of a protest will rest with the meet referee.

c. All administrative and other protests needed to confirm compliance or noncompliance within the AMA rules. $50.00 per item under protest.

d. Additional teardown fees are required for measurement including the displacement of an engine during a protest: two-stroke: $150.00; four-stroke: $300.00.

e. A $50 Technician Fee will be allocated out of the teardown fees to cover any teardown costs, if a technician is hired. An additional $100.00 is required for a measurement or a teardown where splitting the engine cases is required.

f. Fuel technical protest: $500.00 protest fee.

3. Hearing of a protest: The referee will render decisions on all protests as soon as practical. 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.

   a. When a protest involves displacement or internal engine inspection, the protesting party may be present during the teardown, inspection, and be informed of all measurements. Both parties must remain on the premises until released by the referee.

   b. Video evidence may be allowed at the discretion of the referee or AMA.

4. Effect of the decision of the referee

   a. The protesting party must pay any legitimate expense to which the referee may be out as the result of a protest, and the referee may require a deposit from the protesting party sufficient to cover such expenses. If the protest is upheld, however, the protested party must reimburse such costs.

   b. If a protest is decided in favor of the protesting party: The referee will refund the protest and teardown fees and forward a written report to the AMA.

   c. If a protest is decided in favor of the protested party: The referee will forward the protest fee to the AMA along with a written report and the protested party will be entitled to teardown fees.

   d. When a protest involves fuel, the protesting party must pay all costs for fuel analysis. If the protest is upheld, the protesting party is refunded all fees and the protested party must reimburse the AMA for all laboratory costs.

   e. Protests lodged at any event where AMA or district points are paid, and not resolved at the event, shall be submitted to the AMA within 72 hours of results being posted.

   f. The referee shall call, email or mail denial of protest to the protestor and submit protest funds along with copy of original protest to the AMA in the same time period.

B. Appeal

1. Right of Appeal:

   a. Any person directly issued a penalty by a race official and/or the AMA, pursuant to the rules or policies of the AMA has the right to defend themselves, either in person or by proxy.

b. The AMA's process of administrative review provides appeals: Items that may be appealed include the decision of a race official and/or the AMA on a protest resulting in the imposition of penalties.

c. Items which may not be appealed include:

(1) Protestable items for which no protest was lodged.

(2) Decisions of a race official and/or the AMA resulting in a penalty not directly imposed on the party requesting the appeal.

(3) In general, appeals cannot be accepted related to matters for which no remedy is available or in which the AMA home office has already rendered a decision.

d. While appealing a suspension, a rider may continue to compete in AMA events. However, this privilege may be denied 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.

2. Procedure and time limit for appeal:

a. The time limit for filing a notice of appeal against a decision of the referee is five business days of the ruling or incident under appeal.

b. To be admissible, the notice of appeal must be postmarked within the deadline.

c. The correct security deposit for appeal must be paid to the AMA within the deadline and the appellant must provide a brief of the appeal stating the facts and reasons for the appeal.

3. Lodging of an appeal:

a. All appeals must be in writing, accompanied by the appropriate fee and signed by the appellant.

b. 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.

c. If the appeal was not lodged and/or the security deposit for appeal not paid in within the deadlines specified, the AMA is entitled to declare the appeal inadmissible without hearing.

d. The appeal may be filed with the referee at the meet or submitted to: AMA Racing, 13515 Yarmouth Dr. Pickerington, OH 43147. Fax: (614) 856-1921. Accepted delivery methods are facsimile transmission, email, mail or express delivery.

e. Security deposit for appeals: The amount of the security deposit, payable when lodging an appeal, will be: $250 ($500 for National events) must accompany an appeal.

f. Laboratory fees for fuel testing must be paid by the appealing party.

g. Time limits for appeal hearings: Appeal hearings will be convened within 30 days after the ruling or incident being appealed. The time and place will be set by the AMA.

4. Effect of an appeal:

a. As soon as practical, AMA will convene an internal appeal review board to review all materials submitted and take one of four initial actions:

(1) Rule in favor of the appealing party, take appropriate action and refund the filing fee.

(2) 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.

(3) Convene an appeal board.

(4) Deny the appeal.

5. Hearings:

a. If any of the parties duly convened do not appear, judgment can be rendered by default.

b. The AMA may propose that the hearing take place by means of a telephone conference call, or through any other means of communication.

c. The appellant must be present, failing which, the appeal will not be admissible, and the costs shall be borne by the appellant.

d. Once the chairman has opened the proceedings, the chairman will invite the parties involved to state their respective cases.

e. After statements of the parties concerned, the Appeal Board members shall hear the various witnesses and experts in order to complete the evidence.

f. Any member of the Appeal Board may, at any time during the hearing and with the chairman's approval, question any parties, witnesses and experts involved.

g. Hearing procedure: The time and place of hearings will be set by AMA. The appeal hearing will be convened as soon as practical and barring unforeseen delays will be held no more than 30 days after the ruling/incident being appealed.

h. AMA Racing staff or designee will serve as non-voting chairman of appeal hearings.

i. Each Appeal Board will consist of three persons with no material interest in the matter as selected by the AMA Appeal Chairman.

j. Appeal Boards will include two sitting members of any AMA Competition Commission plus one member of the AMA staff or another qualified party selected by AMA.

k. Both AMA and the appealing party are responsible for producing the following within 10 working days of the decision/incident being appealed.

(1) Copies of all written statements that will be offered as evidence.

(2) A list of all witnesses to testify.

l. 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.

m. 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 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.

n. 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.

o. The appeal hearing will be informal and formal rules of evidence will not apply. The following guidelines for conduct will; however, be enforced:

(1) The chairman and members of the Appeal Board may, at any time, ask any questions they deem appropriate.

(2) 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.

(3) All comments from parties involved in a dispute will be to the Appeal Board members. No debate between disputing parties will be allowed.

(4) 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.

(5) 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.

(6) 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.

p. The following order of business will be followed at appeal hearings:

(1) Introductions and summary of matter under appeal.

(2) Presentation of written and oral testimony, with the party in a "defense" posture presenting its evidence last.

(3) Questions from the chairman and Appeal Board members.

(4) Closing statements, again with the party in a defensive posture going last.

(5) 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.

6. Judgement:

a. Decisions of all Appeal Boards will be reached, by a simple majority of votes. All members will have equal voting rights which must be exercised when a decision is required. Abstention is not permitted.

b. Each member of the Appeal Board must keep all deliberations secret.

c. Upon reaching a decision, the Appeal Board will inform the chairman, who will assist in drafting the board's formal statement and the chairman will read the statement. The hearing will be adjourned.

d. 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.

7. Notification of Judgment:

a. The decisions of the AMA Appeal Board must also be communicated to all of the parties involved.

b. 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.

c. 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.

8. Costs of procedure:

a. Payment of fines and costs: If the penalty is definitive and either the fine and/or costs are not paid within 30 days of notification of the judgment decision, the person or body affected by the decision shall be automatically suspended from participation in all AMA activities, until such time as full payment has been received by the AMA.

b. 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.

Notes:

Chapter 5
APPENDICES

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Notes:

APPENDIX 5.1
POINTS AND PRIZES

A. Standard Meets

1. In all standard meets (other than the A- level classes), prizes are limited to trophies and contingency merchandise only. The B, C and youth class riders may receive only trophies, merchandise or dealer checks/certificates.

2. At the organizer's option, prizes in the A-level classes may include money (or certificates that can be exchanged for money). 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 organizer, but no one rider may receive more than 30 percent 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. 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.

5. The AMA won't grant multiple sanctions to increase prize money.

6. The distribution of prizes must be posted before the event.

B. Pro/Am Meets

1. Pro/Am meets may include a class or classes for professional riders. Full amateur and youth classes may be included.

C. Points

1. Riders are eligible to receive district points in youth and amateur classes when applicable. Additional points programs may be established by the recognized district organization.

2. 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.

3. Motocross points can be issued per moto.

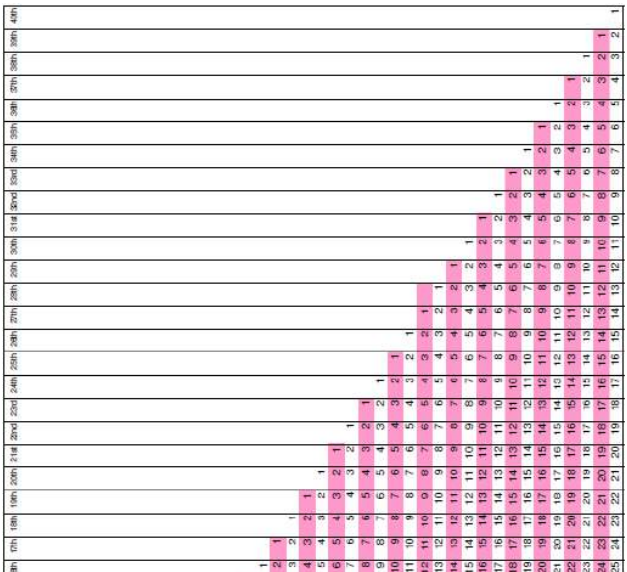
4. Recommended Points Scales

Option 1:

NUMBER OF PARTICIPAINTS IN EVENT

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

Option 2:



Note #1: 1st Place receives 1 Bonus Point (or each win per mat).
Note #2: Left column (Own represents number of entries.
Note #3: Top column across represents finishing position.

D. National Points

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

FINISH	POINTS
1st	30
2nd	25
3rd	21
4th	18
5th	16
6th	15
7th	14

FINISH	POINTS
8th	13
9th	12
10th	11
11th	10
12th	9
13th	8
14th	7

FINISH	POINTS
15th	6
16th	5
17th	4
18th	3
19th	2
20th	1

Notes:

APPENDIX 5.2
SOUND LIMITS AND TESTING PROCEDURES

A. Sound Requirements

1. The maximum sound limit is set at:

Pre-race inspection		Post-race Inspection	
Maximum dB/A	Engine Type	Maximum dB/A	Engine Type
96 dB/A	2-stroke	98 dB/A	2-stroke
94 dB/A	4-stroke	96 dB/A	4-stroke
101 dB/A	*Vintage	101 dB/A	*Vintage

2. The test will be conducted at a fixed RPM as follows:

Race Motorcycles/ATV		Trail bikes/Utility ATV	
Engine size	RPM	Engine size	RPM
0cc – 85cc	6,000 RPM	0cc – 85cc	4,000 RPM
86cc – 125cc	6,000 RPM	86cc – 125cc	4,500 RPM
126cc – 250cc	5,000 RPM	126cc – 250cc	4,000 RPM
251cc – 500cc	4,500 RPM	251cc – 500cc	3,000 RPM
501cc - Open	4,000 RPM	501cc - Open	3,000 RPM

3. Machines entered in all meets (except Drag Racing, Hillclimb, and Land Speed Trials) shall have mufflers/silencers that don't exceed the maximum dB/A required by the state where the meet is being held or the prescribed dB/A above, whichever is less.

4. Applicable sound test limits may not be exceeded at any time during an event.

5. Testing by a club or organizer is required. The testing may be conducted at any time. Any motorcycle not complying with applicable sound rules may be penalized.

B. Sound Testing Procedures

1. Sound Test Equipment

   a. The sound level meter must meet international standard IEC 651 or American National Standards Institute (ANSI) S1.4-1983 specifications, or newer meeting ANSI Type 1, Type S1A, Type 2 or Type S2A. The sound level meter must include a compatible calibrator, which must be used immediately before mass testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.

   b. For convenience, a 20-inch string may be attached to the front of the sound level meter for the stationary sound test.

c. It is recommended that the sound meter be attached to a tripod and then placed into position for the test. Allow the sound meter to come to the same temperature as the surroundings.

d. Set the sound meter to slow dynamic response and A-weighting.

e. Always round down the meter reading, that is: 100.9 dB/A = 100 dB/A.

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

2. Test Site

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

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

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

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

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

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

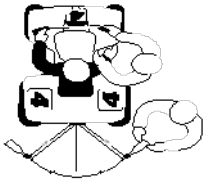
g. Testing shouldn't take place in rain, snow or excessively damp conditions.

3. Guidelines for Measuring the Sound

a. For initial sound control and technical inspection, a rider (or their mechanic) shall present only one spare silencer per machine. Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.

b. During the sound test, only the rider (or their mechanic) may sit on the machine in the normal riding position and will follow the directions of the sound test official. No other team personnel may influence the sound test.

c. Readings will be taken with the microphone placed at 20 inches from the exhaust pipe at an angle of 45 degrees measured from the centerline of the exhaust end and at the height of the exhaust pipe, but at least 8 inches above the ground. If this is not possible, the measurement can be taken at 45 degrees upwards.



d. Attach an electric tachometer or set the vibrating reed tachometer to the test RPM.

e. Make sure the engine is warmed up and the transmission is in neutral.

f. Have the vehicle operator slowly increase the engine speed to the test RPM.

g. Have the rider or assistant read the meter of the electric tachometer, or have the rider or assistant hold the vibrating reed tachometer against any solid part of the vehicle Have the vehicle operator or assistant signal when the correct RPM is held (e.g., by tapping their foot).

h. Read the sound level meter when the correct RPM is held.

i. All silencers will be checked and marked once they have successfully passed the sound check. The end opening of the silencer shall remain unmodified once it has been checked and marked.

j. Silencers fitted with adapters aimed at reducing the sound levels shall be permanently fitted (e.g., welding).

k. Silencers must be securely fitted and non-movable to the extent that sound levels are not increased above the specified level while the machine is running or in motion. Silencers must be functional at all times.

l. The silencer may only be exchanged with a spare silencer, which has also been checked and marked for that machine.

4. Sound Testing Corrections

a. Always round down the meter reading. For example: 100.9 dB/A = 100 dB/A.

b. Type 1 Sound Meter: deduct 1 dB/A

c. Type 2 Sound Meter: deduct 2 dB/A

d. Below 50-degrees Fahrenheit: deduct 1 dB/A

e. Below 32-degrees Fahrenheit: deduct 2 dB/A

APPENDIX 5.3
RECOMMENDED TIE BREAK PROCEDURES

A. Tie Break Procedures

1. If at the end of the series a tie exists, the winner will be determined by:

   a. The rider who has the most first-place, second-place, third-place, etc., finishes will be the winner.

   b. If the tie still exists, the points accumulated in the events previously not counted will determine the winner.

   c. If the tie still exists, the rider who had the better score when competing against the other tied riders will be the winner.

   d. If the tie still exists, and the riders did not compete against one another, the rider who competed against the most entries in the class of all the accumulated events will determine the winner.

   e. If the tie still exists, and the riders competed against the same number of riders in the series, the rider competing against the most entries in a single event will be the winner.

   f. If the tie is in "OVERALL" and the riders did not compete against each other, both riders will be awarded the same position.

   g. In the event a tie still exists, AMA staff will determine the winner.

APPENDIX 5.4
ORGANIZER DUTIES AND RESPONSIBILITIES

A. Organizer Duties

1. All conditions relating to entry must be contained in advertisements or on the entry application.

2. At all public motorcycle activities, the organizer must display in a conspicuous place the AMA Statement of Responsibility (see sample at the end of these rules) and a notice reading: "Spectators witnessing these events assume all risk of injuries or damages resulting there from."

3. The organizer must provide adequate fencing and other means of crowd control to protect spectators from injury during the meet.

4. When course marking is required, organizers must use easily visible waterproof breakaway tape (such as surveyor's tape) to identify section or course boundaries.

5. Organizers 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.

6. 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.

7. Organizers must take adequate measures to prevent dust on the track.

8. Organizers of speed-oriented events, including associated practices, must have present an ambulance and medical personnel capable of providing Basic Life Support and/or transporting to a hospital or trauma center. It is recognized that the ability to transport is dependent upon local and state guidelines. Medical personnel (at a minimum) must be currently licensed Emergency Medical Technicians and/or Paramedics. If the ambulance is not certified by the state to transport, it is strongly recommended that at least one paramedic be present at all times that practice or racing is occurring. The transport ambulance must be able to transport to the nearest acute care facility and/or trauma center. The emergency action plan for the race must include the nearest medical facility and trauma center as well as the mechanism to obtain an Advanced Life Support (ALS) ambulance or helicopter in a timely fashion.

9. There must be at the starting line at all times an operating fire extinguisher with a 5BC minimum rating.

10. If an injury or the death of anyone associated with a sanctioned event occurs, the organizer 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 organizer 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.

11. An organizer must not make false announcements about a meet, advertise or otherwise provide information to the press or public that is incorrect or misleading.

12. All advertising must use the words AMA SANCTIONED and display the official AMA logo. The words “area, regional, national, district or state championship” may not be used without the appropriate AMA sanction or written permission.

13. The organizer must indicate in all advertisements that silenced exhaust systems are required.

14. The organizer is responsible for seeing that all AMA rules and regulations are enforced.

15. All riders must sign an entry application that includes the AMA release wording in full.

16. The organizer must exhibit at registration the sanction authorization and proof of insurance.

17. The organizer must obtain written permission to use the course from landowners or land managers.

B. Organizer Responsibilities

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

APPENDIX 5.5
OFFICIALS DUTIES AND AUTHORITIES

The American Motorcyclist Association does not 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

The referee is the principal officer of a meet, acting as general supervisor, and must not 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 organizer's responsibility to appoint a referee who is well qualified. The event referee may not compete in the meet unless an alternate referee is available to officiate the classes the referee rides.

The referee's duties are:

1. To determine if any changes in the course are necessary.
2. To request the official sanction from the organizer and to post it at the registration area.
3. To determine if all other appropriate officials are present and to ensure they are performing their duties properly.
4. 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.
5. To provide for technical inspection of equipment used by the riders, and to bar any equipment that doesn't conform to standards.
6. To receive and decide all protests subject to appeal.
7. To decide on rider disqualifications and disqualify any rider who violates any rules of the meet. This includes disqualifying a rider with a suspected concussion from further competition until evaluated by a qualified physician (MD or DO). Please refer to AMA Policy 6.2.
8. To make a full written report about the meet and forward it to the AMA with properly signed releases within 14 days after the meet and to the appropriate district official if so required.
9. 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.
10. To determine that liability insurance requirements have been met by the organizer.
11. To have the right to, or at the request of a participant, check the medical credentials and/or licenses of the ambulance personnel.
12. Riders' meeting will include:
    a. Starting process explanation
    b. Flags and meaning

c. Medical / ambulance location

d. Where and how to contact the referee

13. In flat track or ice race meets when the meet referee chooses to compete during the meet:

(i) The meet referee shall identify and introduce the "acting referee" — the judge or umpire who will perform the duties of the meet referees is indisposed from executing those duties due to preparation for, or recovery from, competing. The meet referee shall explain the specific events during the meet when the acting referee will perform the role of meet referee. See Section 5.5.G for judges and umpires.

(ii) At all times, there shall be only one individual — meet referee or acting referee — who performs the duties of the meet referee.

(iii) The meet referee is prohibited from influencing or overriding any decisions made by the acting referee concerning incidents which occurred while the meet referee had relinquished his/her duties to the acting referee.

a. Where the scores will be posted

B. Risk Management Officer

1. Must have completed the AMA Risk Management training.

2. Must provide Event Injury Report(s) as required.

C. Starter

The starter's duties are:

1. To explain to riders all starting rules, including the meaning of flags.

2. To provide a complete set of flags, including the corner flags for use during the meet.

3. To assign flagmen, as necessary, at various points on the course, and to instruct them on their duties.

4. To determine whether scorers, timers, umpires, etc., are in place and ready before starting the meet.

5. To position riders on the starting line, start events, give halfway flags, last-lap flags and the finish flag.

6. To flag off the course any disqualified riders and display any other signal flags as directed by the referee.

7. To perform other duties assigned by the referee.

8. In all starts the referee and/or starter shall have the authority to declare a restart. The starter and/or referee may declare a restart when:

a. Two or more riders are down in the first lap.

b. Conditions occur that endanger the lives of spectators or contestants and the event is not more than 60 percent complete.

D. Registrar

The duties of the registrar are:

1. To exhibit a list of all events.
2. To receive all entries and check the riders' AMA cards.
3. To check rider classification and place riders in the proper events.
4. To keep a record of the placing of all riders in each event and turn all records over to the referee at the meet's end.
5. To perform other duties assigned by the referee.

E. Head Scorer

The duties of the head scorer are:

1. To make sure a suitable checking stand is provided and that it is placed properly on the course.
2. To make sure the organizer has provided all the equipment necessary for checking.
3. To provide, or to see that the organizer has provided, sufficient scorers, roll scorers and pit scorers.
4. To advise the starter when the scorers are ready and provide the starter with finishing information on each rider.
5. To complete all scoring and submit the scores to the AMA referee.
6. To perform other duties assigned by the referee.

F. Head Timer

1. The head timer provides suitable timing equipment and keeps an accurate record of all times, reporting them to the head scorer.

G. 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 rule infractions.

H. Pit Steward

The pit steward duties are:

1. To check all machines to make sure they meet equipment specifications, reporting any discrepancies to the referee.
2. To notify riders when they are due to start an event and to position them on the starting line.
3. To ensure that pits are kept neat, safe and orderly.
4. To check engine numbers against entry blanks.

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

APPENDIX 5.6
ASSUMPTION OF RISK AND RELEASE AND WAIVER OF LIABILITY

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX 5.7
ABBREVIATIONS AND GLOSSARY

Adult: Any person over the age of majority in the state where they live.

AMA: American Motorcyclist Association

Amateur riders: Motorcycle riders aged 12 years old or older competing in an Amateur class (not Youth) and ATV riders aged 16 years old or older competing in an Amateur class (not Youth).

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

ATV Production: 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.

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 that feature motorcycles that are non-current models of 1974 and earlier.

Contest: Competition between two or more riders in a meet.

cc: Cubic centimeters

cu. in.: Cubic inches.

Desert Scrambles: Similar to a Hare and Hound event except the course may be as short as 30 miles and repeated to make up a total of at least 60 miles.

District or State Championship: One annual event per category as authorized in writing by the recognized district organization or by the AMA if a recognized district organization doesn't exist. Area, regional, national, district or state championship can't be used without the appropriate sanction or written permission.

DNF: Did Not Finish

DNS: Did Not Start

DOT: Department of Transportation.

Dual Sport: Activity and equipment designed for road and off-road motorcycles. See AMA Recreational On-Off Road Guide & Rulebook.

European Scrambles: A European scrambles is comprised of a closed loop of about 10 miles wherein you race around the course as many times as possible within the prescribed time, normally 1 hour.

Event: Any one of the contests in a meet.

Grand Prix: A grand prix primarily is a known closed-course meet that includes both natural and graded or paved terrain and is normally run as a multi-lap race. Scoring is similar to hare scrambles.

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

Historic: Applies to motorcycles or events that feature motorcycles of any era.

Knobby Tires: Tires that don't meet the following measurements will be considered "knobbies": The overall width when fitted must not exceed 115mm. The tread depth must not exceed 13mm. All blocks in the same circumference must be of the same depth. The space between the blocks must not exceed 9.5mm. The space between shoulder blocks must not exceed 22mm. Tires marked not for highway use are considered knobby.

Machine: Motorcycle, supermini, minicycle, or ATV with one frame and frame number and one engine and engine number.

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/ATV events and related practices for such events are conducted.

Minicycle: A two-wheeled motor-powered vehicle.

Moto: A contest during a motocross meet.

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

Mud and Snow Scrambles: The course shall be a closed course of a half mile to four miles. Hare scrambles rules will be used for this event.

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

OEM: Original equipment manufacturer.

Organizer: AMA-chartered club or chartered organization conducting, proposing to hold or organizing a meet.

Piston Displacement: The space covered, or volume swept during each piston stroke.

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

Post Vintage: Refer to Vintage Racing Meet sections in rulebook for specific designations.

Pro-Am: Professional and Amateur "A" motocross racers competing for advancement points towards a professional license.

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

RDO: Recognized District Organization.

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.

Seat Height: The height of the seat is the distance from the lowest point on the top of the seat to the ground. Seat height should be measured vertically with the machine on flat ground in an upright and unloaded position. The suspension should be lightly compressed and then released several times just prior to taking the measurement to ensure the machine is settled into its normal resting position.

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

Sleeve: A cylinder insert.

Snow Bike Motorcycle: A vehicle with a front ski utilized for steering and a rear track receiving power from a single motorcycle engine/motor. Designed for obstacles or lake ice surfaces covered with snow.

Standard Meet: In all standard meets (other than the A-level classes), prizes are limited to trophies and contingency merchandise only. The B, C and Youth class riders may receive only trophies, merchandise or dealer checks/certificates.

Statement of Fact: A statement from a meet official that presents factual information without argument.

Supermini: An 86cc-112cc two-stroke machine, or a 86cc-150cc four-stroke machine with a maximum wheelbase of 52 inches and a rear wheel size of 16 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.

Vintage: Refer to Vintage Racing Meet sections in rulebook for specific designation.

Wheelbase: The length of a horizontal line connecting two vertical lines drawn from the center point of each axle. Wheelbase shall be measured with the machine in an upright unloaded position.

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

Youth Rider: Any riders, age eligible to compete in a youth meet.

APPENDIX 5.8
2025 AMA PROTEST FORM – PAGE 1

This form is to be used for lodging any of the two types of protests outlined by the AMA Racing Rules governing competition.

Administrative Protest: Related to rider eligibility, scoring, etc.
No security deposit is required.

Protest: Related to compliance or noncompliance.
$50.00 security deposit per item under protest is required.

Additional fees:

Engine teardown (top end) required to make displacement measurement. two-stroke engine: $150.00; four-stroke engine: $300.00

Engine teardown (lower end) required when splitting of the engine cases is necessary. An additional $100.00 is required.

Fuel test: $500.00

Technician Fee of $50.00 will be allocated out of the teardown fee if a technician is required.

Event Date: _____

Event Location/Name: _____

Class: _____

Time: _____

Name of rider filing protest (Print): _____

Signature: _____

AMA #: _____

Name of rider being protested (Print): _____

AMA #: _____

Item(s) being protested with regard to violation of AMA Racing Rulebook
_____
BE SPECIFIC - USE BACK OF PAGE FOR DETAILS

(Official use only) Referee's Ruling: *USE BACK OF PAGE FOR DETAILS*

Referee's Name (Print): _____

Referee's Signature: _____

Referee's AMA Number: _____

Fee:

Number of items: _____ x $50 = _____

+ Teardown fee (if app.) _____

= Total fees due: _____

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.

If a protest is decided in favor of the protested party:

In a protest not involving teardown fees, the referee will forward ***a $50 administrative*** fee to the AMA along with a written report.

In a protest involving teardown fees, the referee will forward ***a $50 administrative*** fee to the AMA along with a written report and the protested party will be entitled to the ***protest***/teardown fees.

Amount returned to protesting party: _____

Amount returned to protested party: _____

Amount sent to the AMA: _____

APPENDIX 5.8
2025 AMA PROTEST FORM – PAGE 2

APPENDIX 5.8
2025 AMA PROTEST FORM – PAGE 1

This form is to be used for lodging any of the two types of protests outlined by the AMA Racing Rules governing competition.

Administrative Protest: Related to rider eligibility, scoring, etc.
No security deposit is required.

Protest: Related to compliance or noncompliance.
$50.00 security deposit per item under protest is required.

Additional fees:

Engine teardown (top end) required to make displacement measurement. 2-stroke engine: $150.00; four-stroke engine: $300.00

Engine teardown (lower end) required when splitting of the engine cases is necessary. An additional $100.00 is required.

Fuel test: $500.00

Technician Fee of $50.00 will be allocated out of the teardown fee if a technician is required.

Event Date: _____

Event Location/Name: _____

Class: _____

Time: _____

Name of rider filing protest (Print): _____

Signature: _____

AMA #: _____

Name of rider being protested (Print):

AMA #: _____

Item(s) being protested with regard to violation of AMA Racing Rulebook
_____ *BE SPECIFIC - USE BACK OF PAGE FOR DETAILS* _____

(Official use only) Referee's Ruling: *USE BACK OF PAGE FOR DETAILS*

Referee's Name (Print): _____

Referee's Signature: _____

Referee's AMA Number: _____

Fee:

Number of items: _____ x $50 = _____

+ Teardown fee (if app.): _____

= Total fees due: _____

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.

If a protest is decided in favor of the protested party:

In a protest not involving teardown fees, the referee will forward ***a $50 administrative*** fee to the AMA along with a written report.

In a protest involving teardown fees, the referee will forward *a* ***$50 administrative*** fee to the AMA along with a written report and the protested party will be entitled to the ***protest***/teardown fees.

Amount returned to protesting party: _____

Amount returned to protested party: _____

Amount sent to the AMA: _____

APPENDIX 5.8
2025 AMA PROTEST FORM – PAGE 2

Notes:

APPENDIX 5.9
UPCOMING RULES

A. Sound Requirements

Effective ***Jan. 1, 2028***. Current Appendix 5.2 will be in effect until Dec. 31, ***2027***. Sound levels in all classes will be verified with the 2-meter max method.

1. The maximum sound limit is set at:

Maximum Sound Limit [dB/A]		
Engine	Pre-Race Inspection	Post-Race Inspection
two-stroke four-stroke	**111.0** Target 109.0+2.0 for the precision of the method.	**112.0** Target 111.0+1.0 for the degradation of the silencer.

B. *Age Requirements*

Effective Jan. 1, 2027. The minimum age for amateur riders is 14. A rider must be 14 or older to ride a 201cc to 250cc motorcycle. A rider must be 16 or older to ride a 251cc or above motorcycle. See ATV Section 1.4 for ATV age limitations. The age of the rider is determined as of the date of the event, except in youth competition.

CHAPTER 6

AMA POLICIES

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6.3	Severe Weather Policy ----------	396
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Notes:

AMA POLICIES 6.1
SUBSTANCE ABUSE POLICY

A. Substance Abuse Policy

1. In the interest of maintaining the integrity of motorcycle sports, the AMA has established a Substance Abuse Policy.

2. Random tests for prohibited substances may be conducted at the discretion of AMA Racing.

3. Compliance with the AMA's Substance Abuse Policy is an essential precondition to competition.

4. Any violation of the policy or refusal to submit to testing as requested by AMA Racing will result in the immediate revocation of competition privileges and loss of all rights to compete in amateur-sanctioned events.

5. See “Substance Abuse Policy”

B. AMA Racing Substance Abuse Policy

Preamble

The safety and integrity of motorcycle racing are of paramount concern to AMA Racing. Substance abuse is fundamentally inconsistent with safety and with the integrity of motorcycle sport. Accordingly, AMA Racing has established this Substance Abuse Policy, which is a supplement to AMA Racing's Rules for Competition and which is binding upon all riders, officials and other AMA members involved in the running of the race in the same manner and to the same extent as AMA Racing Rules for Competition. Persons competing in any AMA-sanctioned race must agree to the following:

"I recognize the importance of maintaining the safety and integrity of motorcycle racing. Accordingly, I agree to strictly comply with AMA Racing's Rules for Competition and AMA Racing's Substance Abuse Policy. I understand that my agreement to comply with the Substance Abuse Policy is an essential precondition to the issuance of competition privileges and that I must abide by the Substance Abuse Policy and submit to such testing procedures as may be conducted from time to time at the sole discretion of AMA Racing as a condition of continued participation in AMA-sanctioned meets. I further understand that any violation of the Substance Abuse Policy, or failure or refusal to submit to testing and honestly participate in any testing procedure, will result in immediate disciplinary action which may include the cancellation of my AMA Racing competition privileges and the denial of my privilege to participate in any AMA Racing or AMA amateur sanctioned events."

This Substance Abuse Policy is being provided to you by AMA Racing in accordance with your agreement and our mutual recognition of the importance of the safety and integrity of the sport. Your continued support of the Substance Abuse Policy, and participation in its testing program, are essential to your personal success and safety and the future of motorcycling activity.

1. Prohibited Acts and Substances

   a. AMA Racing riders, officials and other AMA members involved in the running of the race are prohibited from using, possessing, purchasing, selling and/or participating in the distribution of illegal or prohibited substances.

      (1) Prohibited substances are those substances that, in AMA Racing's sole determination, may adversely affect the safety or integrity of the sport of motorcycle racing.

      (2) AMA Racing may make this determination with respect to a particular substance at any time, including and without limitation at the time of discovery of drug test results.

      (3) Intravenous (IV)

         (a) Any use of IV hydration, whether for medical reasons or performance reasons, will disqualify the rider from competition for 24 hours.

   b. Illegal acquisition, distribution, or misuse, including use without a prescription, of any legal prescription or over-the-counter drug, is strictly forbidden.

      (1) Misuse of a prescription or over-the-counter drug is the use of such a drug in a manner which, in AMA Racing's sole determination, may adversely affect the safety or integrity of the sport of motorcycle racing.

      (2) AMA Racing may make this determination with respect to a particular substance at any time, including and without limitation at the time of discovery of drug test results.

   c. At any time when involved in track activities, AMA Racing riders, officials and other AMA members involved in the running of the race are prohibited from being under the influence of alcohol.

      (1) With regard to riders and officials, there shall be "zero tolerance" with regard to alcohol. Any rider or official discovered to have a measurable blood alcohol content during a racing event shall be considered under the influence of alcohol and barred from any further involvement or participation in the event. Further, they will be subject to disciplinary actions as provided for in this Substance Abuse Policy.

      (2) AMA Racing members other than riders and officials will be deemed under the influence of alcohol if a test reveals a blood alcohol content above 40mg per 100ml (.04%) at the time of testing. Such persons shall be immediately barred from any further involvement or participation in the event. Further, they will be subject to disciplinary actions as provided for in this Substance Abuse Policy.

      (3) Nothing contained above shall preclude AMA Racing officials from determining that a person with a measurable blood alcohol content below .04% is physically unfit to participate in an AMA Racing event, taking such action as the officials deem

appropriate under AMA Racing rules.

2. Voluntary Disclosure

   a. AMA Racing encourages voluntary disclosure of substance abuse and supports voluntary rehabilitation efforts by persons subject to the terms of this policy. Consequently, AMA Racing is agreeable to accommodating such persons during their recovery and abstinence so long as the safety and integrity of AMA Racing's racing program are not jeopardized.

   b. AMA Racing's primary objective with regard to voluntary disclosure is to prevent participation of individuals who are in violation of this policy until such time as the violation is no longer a threat to the safety or integrity of the racing program. In principal, persons who voluntarily disclose violations of this policy, and who voluntarily withdraw from participation until their eligibility status is resolved, will receive more favorable consideration than those whose violations are discovered through testing of body fluids and who have continued to knowingly participate in AMA Racing's program while in violation of this policy.

   c. Individuals are encouraged to contact the Program Administrator to voluntarily disclose violations of the Substance Abuse Policy. Persons who do so will be subject to whatever actions and controls AMA Racing deems necessary to protect the safety and integrity of its racing program, and such steps may include withholding of competition privileges.

   d. Individuals who voluntarily disclose their violation(s) of the Substance Abuse Policy, and who cooperate with the Program Administrator in setting a plan of action for reinstatement, shall not, under normal circumstances, be charged with a first offense of this policy.

   e. Individuals who voluntarily disclose their violation(s) of the Substance Abuse Policy will be subject to a preliminary test to be conducted in a timely manner at the direction of AMA Racing. Costs of such test shall be borne by the individual. Under no circumstances will the individual be allowed to participate in AMA Racing-sanctioned activities until they have passed a substance abuse test.

      (1) If the results of the preliminary test reveal that the participation of the individual will not jeopardize the safety or integrity of AMA Racing program, as determined in the sole discretion of AMA Racing, the individual will be permitted to continue participation in the program, without penalty, during a probationary period specified by AMA Racing.

      (2) If the results of the preliminary test reveal that the participation of the individual may jeopardize the safety or integrity of the AMA Racing program, as determined in the sole discretion of AMA Racing, then the further participation of the individual will be withheld until such time as there is evidence, acceptable to AMA Racing, that the individual's participation will no longer jeopardize the safety and

integrity of the program.

f. Individuals who voluntarily disclose violation(s) of the Substance Abuse Policy will be required, prior to continued participation, to enter into a Voluntary Disclosure Agreement with AMA Racing stipulating the conditions of their probation.

g. Individuals who have no previous offenses of this policy may voluntarily disclose violation(s) even at the time of selection for a random test under the provisions of Item 4 of this policy or at the time of notification of a test under the reasonable suspicion provisions of Item 3. By doing so, the individual will be granted coverage under this section of the policy (Voluntary Disclosure) rather than Item 5 (First Offenses). However, such individuals must immediately cease their participation in the day's activities and refrain from any further participation in AMA Racing-sanctioned activities until their eligibility status has been resolved.

h. Individuals who have one or more previous offenses of this policy are offered no specific protections under this section of the policy. However, voluntary disclosure of repeat violation(s), and voluntary withdrawal from participation, will be viewed as mitigating factors by AMA Racing in determining any penalties which might be invoked.

i. Any violation of the Substance Abuse Policy discovered while an individual is on probation under these provisions for voluntary disclosure shall be treated as an offense under the appropriate item of this policy.

3. Reasonable Suspicion

a. AMA Racing may require designated riders, officials or other AMA Racing license holders to submit to urine, blood, breath and/or eye testing if officials have a reasonable suspicion that a person may have violated one or more provisions of this policy.

b. Some of the conditions, observations, and/or reports that may cause AMA Racing officials to have such a reasonable suspicion include, but are not necessarily limited to, the following:

(1) Red or droopy eyes, dilated or constricted pupils

(2) Slurred speech, stumbling or hyperactivity

(3) Needle marks

(4) Sudden, repeated disappearances

(5) Persistent sniffling, red or runny nose

(6) Time distortion, repeated tardiness or missed appointments

(7) Frequent accidents

(8) Inability to concentrate, remember or follow instructions

(9) Mental confusion, paranoia or manifestation of

bizarre thoughts or ideas

(10) Violent tendencies, inability to control temper

(11) Extreme personality changes or mood swings

(12) Deteriorating personal hygiene or appearance as observed over time

c. In addition, AMA Racing may require a designated rider, official or other AMA Racing members to submit to a urine, blood, breath and/or eye test following any incident or accident involving injury, death or property damage.

4. Random Testing

a. Unannounced, random tests of riders and officials for prohibited substances, drugs and alcohol will be conducted from time to time at the sole discretion of AMA Racing.

(1) Riders chosen to provide specimens for testing shall number not fewer than three nor more than 20 percent of the competition class in which testing is planned. Selection shall be made at random, with all registered riders having an equal chance of selection.

(2) Race officials involved with safety or the outcome of an event shall also be subject to random testing each time random testing for riders is conducted. Officials subject to random testing shall include, but not necessarily be limited to: AMA Racing staff; chief stewards; observers; starters and assistant starters; pit stewards, assistant pit stewards and/or grid workers; scorekeepers; technical inspectors and assistant technical inspectors.

b. Selection of individuals to be tested shall be governed by the following guidelines:

(1) Selection of employees, officials and riders for random testing shall be by ballot and shall be overseen by the Program Administrator or their designee with at least one additional AMA Racing official as witness. Registered riders (or an individual whom they have designated in writing to the AMA Racing Program Administrator as their representative) are provided the option of witnessing the random selection. All employees, officials and registered riders shall have an equal chance of selection.

(a) Feature class and officials: Names of all riders entered in the event's feature class, and all AMA Racing employees and officials subject to testing on that day, shall be pooled together. There will be a predetermined number of riders to be selected (not fewer than two or more than 20 percent of the rider field). Names will be drawn at random until the predetermined number of riders has been selected. No minimum or maximum number shall apply to employees and officials.

(b) Support classes: For each support class in which testing is planned, names of riders entered shall be pooled together. There will be a predetermined number of riders to be selected (not fewer than two or more than 20 percent of the rider field). Names will be drawn at random until the predetermined number of riders has been selected.

(2) Riders taking part in more than one class of competition shall be eligible for random selection in each class entered.

5. First Offenses: Procedures and Penalties

a. The penalties for a first violation under Item 1 of this policy, and conditions under which reinstatement may be considered, shall be as follows:

(1) Suspension from participation in AMA amateur competition for an indefinite period, such period to include at least one race of comparable status as that at which the violation occurred. AMA Racing shall at its sole discretion determine the effective date and length of suspension.

(2) A fine of up to $500.00 may be levied at the sole discretion of AMA Racing. All fines must be paid before reinstatement will be considered.

(3) Reimbursement of all testing and associated costs incurred by AMA Racing must be made before reinstatement will be considered.

(4) Pass a test for prohibited substances, such test to be conducted at a time and place determined by AMA Racing. The costs of the test are to be borne by the person under suspension. Failure to pass this test may constitute a second offense of this policy. Under no circumstances will any person be reinstated until they have passed a follow-up test.

(5) Compliance with all provisions of a one-year probationary period which shall be imposed in connection with any first offense under this policy. The conditions of such probation shall be at the sole discretion of AMA Racing. During the probationary period, the person shall be subject to further routine testing under the random and reasonable suspicion provisions of this policy. Additionally, they shall be subject to unannounced urine or blood tests upon request by AMA Racing, and at AMA Racing's sole discretion. Costs of such tests are to be borne by the person on probation.

(6) Suspensions and other disciplinary actions invoked by AMA Racing for violations of this Policy are subject to appeal as provided for in Item 11. These appeal procedures are specific to the AMA Racing Substance Abuse Policy and take precedence over the general appeal procedures contained in the AMA Racing Rules for Competition.

6. Second Offenses: Procedures and Penalties

a. The penalties for a second violation under Item 1 of this Policy, and conditions under which reinstatement may be considered, shall be as follows:

(1) Suspension from participation in AMA Racing and AMA amateur competition for an indefinite period of not less than two years. AMA Racing shall at its sole discretion determine the effective date and length of suspension.

(2) A fine of up to $1,000.00 may be levied at the sole discretion of AMA Racing. All fines must be paid before reinstatement will be considered.

(3) Reimbursement of all testing and associated costs incurred by AMA Racing must be made before reinstatement will be considered.

(4) Pass a test for prohibited substances, such test to be conducted at a time and place determined by AMA Racing. The costs of the test are to be borne by the person under suspension. Failure to pass this test will constitute a third offense of this Policy and penalties prescribed in Item 7 will apply. Under no circumstances will any person be reinstated until they have passed a follow-up test.

(5) Compliance with all provisions of a five-year probationary period which shall be imposed in connection with any second offense under this policy. The conditions of such probation shall be at the sole discretion of AMA Racing. During the probationary period, the person shall be subject to further routine testing under the random and reasonable suspicion provisions of this policy. Additionally, they shall be subject to unannounced urine or blood tests upon request by AMA Racing, and at AMA Racing's sole discretion. Costs of such tests are to be borne by the person on probation.

b. Suspensions and other disciplinary actions invoked by AMA Racing for violations of this Policy are subject to appeal as provided for in Item 10. These appeal procedures are specific to the AMA Racing Substance Abuse Policy and take precedence over the general appeal procedures contained in the AMA Racing Rules for Professional Competition.

7. Third Offenses: Procedures and Penalties

a. If a person is found in violation of Item 1 of this policy for a third time, that person shall be permanently banned from participation in any AMA-sanctioned amateur events in any capacity.

b. Suspensions and other disciplinary actions invoked by AMA Racing for violations of this Policy are subject to appeal as provided for in Item 11. These appeal procedures are specific to the AMA Racing Substance Abuse Policy and take precedence over the general appeal procedures contained in the AMA Racing Rules for Competition.

8. Non-Compliance with Policy Provisions

a. If a rider, official or other AMA members involved in the running of the race refuses to abide by the drug, substance and alcohol testing provisions of the licensing agreement; refuses to execute the "Participant Notification Form" or "AMA Racing Authorization for Testing and Release;" or fails to comply with any other procedures related to this policy when instructed by AMA Racing; that person shall be suspended from participation in any AMA amateur competition for an indefinite period of not less than two years.

b. If any rider, official or other AMA members involved in the running of the race refuses to submit to a urine, blood, breath and/or eye test under any provision of this policy, that person may be ejected from the premises or other emergency action may be taken as deemed appropriate at the sole discretion of AMA Racing; and that person shall be suspended from participation in any AMA amateur competition for an indefinite period of not less than two years.

c. Any infraction under this section of AMA Racing Substance Abuse Policy shall be considered of equal severity to a second offense under Item 6, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.

d. Any second infraction under this section of the AMA Racing Substance Abuse Policy shall be considered of equal severity to a third offense under Item 7, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.

9. Falsifying or Withholding Information

a. Any rider, official or other AMA members involved in the running of the race that attempts to or does falsify, alter or otherwise tamper with a urine or blood sample, shall be suspended from any participation in AMA Racing-sanctioned activities for an indefinite period of not less than two years.

b. Any rider, official or other AMA members involved in the running of the race who attempts to or does falsify, alter or otherwise tamper with any documentation related to the Substance Abuse Policy; or who attempts to or does withhold required information; shall be suspended from any participation in AMA Racing sanctioned activities for an indefinite period of not less than two years.

c. Any infraction under this section of the AMA Racing Substance Abuse Policy shall be considered of equal severity to a second offense under Item 6, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.

d. Any second infraction under this section of the AMA Racing Substance Abuse Policy shall be considered of equal severity to a third offense under Item 7, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.

10. Release of Information

a. AMA Racing reserves the right, in its sole discretion, to release and disclose the results of any substance abuse tests performed under this policy, together with any medical information, conclusions and interpretations related to such test results or the performance of such tests. AMA Racing further reserves the right, in its sole discretion, to release and disclose the background and details related to any disciplinary actions taken under the provisions of this policy.

11. Protests and Appeals

a. Except as otherwise provided herein, applicable provisions of the AMA Racing Rules for Competition regarding Offenses, Penalties, Protests and Appeals shall apply.

b. Persons disqualified from a race meet for a suspected violation of this policy may protest their disqualification to the referee or their designee as provided in applicable AMA Racing Rules. The referee or their designee's decision shall be final and disqualification from participation in the meet, if upheld by the referee or their designee, shall include the loss of any rights with regard to the event in question.

c. There shall be two types of appeals allowed under this Policy.

(1) Appeal of the findings of AMA Racing's testing laboratory with respect to a body fluid.

(a) Upon notification of a positive test result, a person may request an analysis of the second body fluid specimen held in secure storage as provided for in Item 12 (a)(1)(b).

(b) Request for the analysis of the second specimen must be made in writing to the AMA Racing Substance Abuse Policy Administrator within seven days of the notification of the positive test result. A filing fee of $250 must accompany the request and will be refunded only if the second test does not support the original findings. Failure to request a second test within the seven- day appeal period shall constitute acceptance of the test results.

(c) AMA Racing will use its best efforts to expedite the second test, which will be at the expense of the person who tested positive.

(d) The person who tested positive may attend the second test with a layman or expert witness of their choice, provided a written request to that effect was made to the Program Administrator at the time of the appeal.

(2) Appeal of disciplinary actions levied under this policy

(a) Appeal of disciplinary actions imposed by the Administrator of the AMA Racing Substance Abuse Policy must be made in writing, and within 14 days of notification of the penalty, to the Director of Competition. Specific procedures for such an appeal are provided in the AMA Racing Rules for Competition.

(b) There shall be no provision to allow a person to continue participation in AMA Racing-sanctioned events while appealing a suspension related to the use or abuse of a prohibited substance. Under no circumstances will any person be reinstated until they have passed a follow-up test.

(c) At the sole discretion of AMA Racing, riders may be allowed to race while appealing penalties related to this policy which do not involve use or abuse of a prohibited substance.

12. Collection and Transport of Specimens

AMA Racing will designate persons or organizations to be in charge of body fluid collection and/or the administration of other testing protocols and they will be responsible for duties including the following:

a. Ensure that two body fluid specimens are correctly obtained, identified and labeled.

(1) One specimen shall be used for performing the preliminary analysis and, when necessary, confirmation tests.

(2) The second specimen shall be properly maintained in secure storage for analysis in the event of an appeal.

b. Ensure that specimens, once properly labeled, are maintained in suitable and secure conditions for delivery to the designated testing laboratory.

c. Ensure that all proper documentation related to tests is completed and compiled.

13. Facility for Testing

All testing of specimens will be conducted at a facility or facilities selected by AMA Racing, and according to testing methodologies selected by AMA Racing.

a. The testing facility will determine whether a particular specimen tests positive with respect to a prohibited substance and/or alcohol.

b. All positive test results will be verified by a confirmation analysis of the same body fluid specimen before the test results will be considered to be "true positive".

14. Costs of Tests

Costs of routine random tests conducted under this program will be paid by AMA Racing. Under certain circumstances, as specified in this policy, individuals are responsible for testing costs. In such instances, the price for each test conducted, collection and shipping of specimens inclusive, shall be determined by AMA Racing.

15. Treatment for Drug or Alcohol Abuse

AMA Racing does not recommend or provide specific drug or alcohol rehabilitation programs. Rather, AMA Racing strongly encourages self-help and professional treatment for those afflicted with a drug or alcohol abuse problem. Many assistance programs, both public and private, are available and can provide quality care and treatment.

16. Program Administration and Integrity

a. The AMA Racing Substance Abuse Policy is governed by AMA Racing in order to protect the safety and integrity of motorcycle sport.

b. The Program Administrator shall have the responsibility for the conduct and the enforcement of all provisions of this policy and for taking disciplinary actions as provided for herein and in the AMA Racing Rules for Competition.

c. In order to demonstrate AMA Racing's commitment to the safety and integrity of motorcycle racing and to underscore its commitment to an effective and credible Substance Abuse Policy:

(1) Any AMA Racing official found in violation of this policy may, at the sole discretion of AMA Racing, be permanently barred from future involvement in AMA Racing and AMA amateur competition.

(2) The Program Administrator for the AMA Racing Substance Abuse Policy shall, as a precondition to holding that position, submit to periodic urine, blood, breath and/or eye testing as requested at the sole discretion of the VP of AMA Operations, costs of such tests to be borne by AMA Racing.

17. Applicability of AMA Racing Rules of Competition

The AMA Racing Substance Abuse Policy is a supplement to the provisions of the AMA Racing Rules for Competition and will be interpreted, enforced and applied by AMA Racing. The AMA Racing Substance Abuse Policy is binding upon all AMA Racing riders, officials and other AMA members involved in the running of the race in the same manner and to the same extent as the AMA Racing Rules for Competition.

Notes:

AMA POLICIES 6.2
CONCUSSION POLICY

A. General

1. Definition – A concussion is an alteration in brain function related to a direct or indirect blow to the head. Indirect blows can be caused by acceleration and/or deceleration forces. Mechanisms in motorcycle racing can be a combination of forces. A concussion can cause alterations in cognitive (thought) visual, auditory, vestibular (balance), and other neurological functions. The magnitude of the crash does not reflect the magnitude of the injury.

2. Baseline Physical and Neurocognitive Testing

    a. Baseline physical and neurocognitive testing can be helpful in determining when it is safe for the athlete to return to their chosen sport. It should be administered by a health care professional. It should be readily available to the athlete and their physician post injury and reproducible by the examining physician.

3. In-Competition and Post-Injury Care

    a. Any athlete SUSPECTED by medical or race officials to have sustained a concussion must be immediately removed from riding (play) and all other at-risk activities until cleared by a physician experienced in the evaluation and treatment of concussion. This is essential in the youth athlete. The rider will be removed from competition by the medical personnel on site and/or the referee if necessary.

    b. Evaluation should include repetitive physician evaluations, neurocognitive testing (with baseline test if available), and supervised gradual return to ride (play) protocol.

    c. Although 80 percent of concussions resolve in 10-14 days, prolonged recovery may occur. Athletes at risk for prolonged recovery are those with a previous concussion history, children and adolescents, females, and those with associated signs or symptoms of more significant brain trauma.

    d. Resumption of at-risk activities until recovery is verified should not be done as the athlete is placed at risk for catastrophic neurological injuries and long term sequalae

4. Through implementation of these rules, it is understood that all competitors in AMA-sanctioned meets (or parent or legal guardian in the case of a minor) are responsible for their own safe being regarding concussion and associated follow up care and returning to ride. This does not supersede a decision by medical or race officials to remove a rider from competition when SUSPECTED to have sustained a concussion.

5. Additional Information

   a. www.cdc.gov for information

   b. www.amssm.org for information and sports medicine physician referrals

   c. www.aan.com American Academy of Neurology – Sports Concussion guideline

   d. www.impacttestonline.com baseline testing and referral to physicians experienced in concussion management

   e. www.themedicrig.com Alpinestars Mobile Medical Unit for supercross program specifics

APPENDIX 6.3
SEVERE WEATHER POLICY

A. General

The AMA and/or the event organizer reserve the right to cancel an event or practice if weather conditions present a hazard to the general public. The following weather conditions could cause events to be canceled or postponed:

1. Severe Thunderstorm Warning
2. Tornado Watch/ Tornado Warning
3. Special Weather Statements
4. Winter Weather Advisory
5. Winter Weather Watch
6. Flood Warning

B. Lightning

In addition to the AMA Racing Severe Weather Policy, the AMA recommends the following when lightning occurs:

1. If lightning is ***detected within 10 miles, all outdoor events are recommended to be postponed for a minimum of 30 minutes. This means that all participants and spectators must leave the racing facilities and wait in their vehicles.***
2. After 30 minutes, the situation will be reassessed. If lightning or severe weather is still persistent, the event may still be postponed or canceled.

APPENDIX 6.4
ALTERNATIVE AMBULANCE REQUIREMENT POLICY

A. General

This policy is intended to allow an alternative strategy and supersede the following Appendix 5.4 Organizer Duties:

Organizers of speed-oriented events, including associated practices, must have present an ambulance and medical personnel capable of providing Basic Life Support and/or transporting to a hospital or trauma center. It is recognized that the ability to transport is dependent upon local and state guidelines. Medical personnel (at a minimum) must be currently licensed Emergency Medical Technicians and/or Paramedics. If the ambulance is not certified by the state to transport, it is strongly recommended that at least one paramedic be present at all times that practice or racing is occurring. The transport ambulance must be able to transport to the nearest acute care facility and/or trauma center. The emergency action plan for the race must include the nearest medical facility and trauma center as well as the mechanism to obtain an Advanced Life Support (ALS) ambulance or helicopter in a timely fashion.

B. Emergency Response Plan

1. Organizers of speed-oriented events will need to submit an Emergency Response Plan application that meets the criteria of this policy. In all cases, the Emergency Response Plan must provide emergency services and transportation services to an appropriate acute care medical facility that exceeds the requirement of having an onsite ambulance.

2. The Emergency Response Plan must provide minimally Basic Life support in transport vehicles and preferably Advanced Life Support services. The hospital or trauma center must be capable of Advanced Life Support.

3. Medical Transport Vehicles should be available to transport within a 15-minute period.

4. The Emergency Response Plan must provide on-site care that meets or exceeds the state requirements of on-site ambulance.

5. Criteria for Emergency Response Plan include:

   a. There are no ambulance entities available to cover.

   b. The course is located in multiple ambulance jurisdictions.

6. The Emergency Response Plan must address Medical Helicopter response and landing zone.

7. The Emergency Response Plan must meet the insurance requirements of the meet.

8. The organizer must submit an annual Emergency Response Plan to the AMA offices for approval. The plan must be submitted 60 days in advance of the event. The plan must be approved by the AMA offices and with the insurance provider. The AMA will consult the Medical and Safety Commission to assist in the review for approval.

9. The approved Emergency Response Plan must be posted at registration day of the meet.

C. Non-Speed-Oriented Events

1. All non-speed-oriented events must submit an Emergency Action Plan to the AMA utilizing the Emergency Action Template (available from AMA) at least 30 days prior to the event.

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