

# 2009 RULEBOOK

# MOTOCROSS





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**2009 AMA Racing Rules**  
**Governing Pro/AM, Standard, ATV and Youth Competition**  
*An exclusive service to members of the American Motorcyclist Association*

*Foreword*

The American Motorcyclist Association takes pride in its long record of achievement as the world's largest sanctioning body for the sport or 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 directed or related to safety are promulgated to make all persons concerned with safety, but the AMA neither warrants safety if the rules are followed nor compliance with an enforcement of the rules. Moreover, each participant in competition has the responsibility to assess the safety aspects of facilities and conditions, and must assume the risk of competition.

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

**HOW TO USE THESE RULES**

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

1. Become familiar with the definitions found in the glossary.
2. Know who may ride and how to determine their proper classification, found in each discipline chapter.
3. Equipment standards are listed in each discipline chapter and only apply to that chapter.
4. Chapter one begins with the rules that apply to Motocross followed by chapters for Off-road, Track Racing and ATV. Special rules that pertain to each specific type of competition listed are listed in the appropriate chapter and can be found in the beginning of each chapter in the table of contents. A special rule takes precedence over the general rule when they differ. Example: The special rules for Observed Trials found in Section 2.3M of Chapter Two 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. Chapter four pertains to ATVs (4-Wheel).
7. Your right to file a protest or appeal and the procedures involved are in chapter five.
8. Chapter six contains the appendices, which include the duties and responsibilities of the promoter and meet officials, the glossary and the Assumption of Risk and Release and Waiver of Liability for your review.
9. The new year's rules become effective February 15, 2009.

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**WARNING:**

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

**\*New or changed rules**

# Chapter 1

## MOTOCROSS

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## SECTIONS 1.1

### MOTOCROSS RIDERS AND ELIGIBILITY

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

#### A. General

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

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

## **B. Riders and Classifications**

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

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

3. Riders advance from one rider classification to the next higher classification based on their Rider Performance Value (RPV).
4. 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.)
5. A rider may choose at any time to advance to a higher rider classification.
6. A rider may not return to a lower classification without AMA approval.
7. Riders who wish to contest placement or classification may appeal once to the AMA. There will be a 4-member board to hear complaints and there is no second appeal to this classification process. NO less then 2 members on this appeal board will have background in the sport that is being contested.
  - a. Riders returned to a lower class are only those who officials consider completely non-competitive in the class they are leaving and will not dominate the class they are returning to.
  - b. A rider may return to a lower class only once.
  - c. A rider returning to competition after several years must request to be reverted as explained above and can not move back a class automatically or without AMA and district permission.
  - d. Failure to comply will result in suspension or other disciplinary action.
8. Riders between the ages of 12 and 15 riding the B class shall not be forced into A class, regardless of how many B races or advancement points he/she has. Riders in this age group may advance based on their own ability/competence.
9. Advancement: For rider classification advancement in motocross the AMA National Advancement System must be used. In unrecognized districts the AMA National Advancement System may be applied when inconsistencies or lack of an advancement system exists.

10. Under penalty of disqualification, a rider may not use more than one machine in any class.
11. More than one contestant may ride the same motorcycle, as long as the riders are entered in different classes (e.g., 250A and 250B).

### **C. Entries**

1. Contestants must sign all entry blanks in ink. A promoter may refuse the entry of a rider who has not made arrangements to pay medical bills or ambulance bills incurred as a result of injuries at a previous meet sponsored by that promoter.
2. No more than one engine number can appear on an entry blank.
3. Promoters may establish advanced entry closing dates. Promoters may accept post entries with higher entry fees. In any case, the conditions of entry must appear in all advertisements.
4. Entrants may be removed from a meet for breaking any rules of conduct. However, promoters and recognized districts cannot issue continuing suspensions of AMA membership cards.
5. If youth and amateur events are being run on the same day at the same location, no youth entrant would be eligible to enter more than three classes for the entire day. No youth rider shall ride in more than one age grouping during any meet, (e.g., a rider is 11-years old or 12-years old. He cannot be two different ages because of date of birth).
6. A youth or amateur entrant may use the same machine in more than one class on the same day as long as the machine and rider meet the requirements of the class.
7. A rider must actually start the meet to be considered a participant.

### **D. Youth Riders and Eligibility**

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

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

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

1. Youth General

- a. To compete in a youth meet, an AMA member must be no younger than seven years of age (except in the 0-51cc class, as described below) and no older than 16-years. The referee or clerk of course may ask to see any rider's proof of age at sign-in. Proof of age must be available at all area qualifiers, youth and amateur regional meets and the national amateur championship races.
  - b. Parents, legal guardians or authorized adults must remain present at all times during the participation of an AMA member in any AMA-sanctioned youth meet.
    - (1) To authorize a minor to compete, parents, legal guardians or authorized adults must sign below the rider's signature on the entry form.
    - (2) The notarized authorization signed by the rider's parents or legal guardians giving responsibility to authorized adults must be kept on file with the rider's release form.
  - c. The rider must be large enough and mature enough to control his/her machine at all times, and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting and putting one or both feet on the ground. The referee has the authority to disqualify a rider that cannot safely control his/her motorcycle/minicycle. In Motocross only, if a rider's physical stature is such that he/she cannot reach the ground with both feet, blocks may be used but must be removed immediately after the start.
  - d. A rider's age on January 1 will determine his/her age for the year. However, a rider may move to the next higher age class (within the youth division only) if he/she will be eligible to do so at any time during the year, but once a rider moves to the higher age class in AMA or non-AMA competition, he/she may not move back to the lower age class. Riders are encouraged to determine at the beginning of the points season which age class they will participate in for the points season/year. Points earned in a lower age class will not transfer to the higher age class.
2. Youth Entries
- a. When youth and amateur events are being run on the same day at the same location, youth entrants would be eligible to enter a maximum of three classes for the day.
  - b. A youth entrant may use the same machine in both youth and amateur events on the same day as long as the machine meets the engine displacement of the class entered. Where district numbering systems are in effect, proper numbers must be displayed on the machine.
3. Points - Riders are eligible to receive district points in youth classes. Additional points programs may be established by the recognized district organization. A sample points chart is located in Chapter Appendix 6.1.

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

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

## SECTIONS 1.2 MOTOCROSS EQUIPMENT

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

### A. Approval of Motorcycles/Minicycles

1. Motorcycles and minicycles used in stock class competition must be approved by the AMA. Modified classes will run as indicated in this Section.
2. For a motorcycle/minicycle to be approved, the manufacturer must apply to the AMA, register the machine's specifications, provide photographs and prove that 100 identical, completed machines of the same model are available for sale to the general public at multiple dealer showrooms throughout all six AMA regions. AMA staff will verify production requirements. Application forms for motorcycle/minicycle approval are available from the AMA. The approval procedure for the following model year will open August 15 and must be completed no later than the following March 15.
  - a. Manufacturers and distributors must have a sufficient quantity of spare parts to meet customer'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. AMA may require one unit of each approved model and/or upgraded part(s) to be provided for long-term parts comparison.
3. A list of currently approved models is available at [www.amaracing.com](http://www.amaracing.com)

### B. Stock Class Additional Equipment Standards

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

Air box	Frame
Carburetor (jetting changes allowed)	Rim size
Electronics	Stroke
Exhaust system	Swingarm
Internal engine components	Wheel hubs

- b. Cylinder re-plating is allowed but must retain the original manufacturers bore.
    - c. Changes to carburetor jetting are allowed.

- d. 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.
  - e. High-compression pistons are not allowed.
  - f. All other internal engine components must be stock OEM parts.
  - g. Material may be added to the existing frame for strength, including welding. These changes shall not affect frame geometry.
  - h. 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. 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.

Any items not listed above may be changed or modified.

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

### C. General Equipment Standards

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

#### 1. Engines (Modified Classes)

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

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

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

*Note:*

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

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

- (a) Piston displacement specifications depend on the type of meet.
  - (b) Any crankshaft configuration may be used (180-degree firing, alternate firing, etc.).
  - (c) Superchargers are prohibited.
  - (d) All motorcycles must be equipped with a functional mechanical kill device (such as a compression release) or ignition cut-off switch mounted on the handlebar and able to be reached without taking one's hand from a handgrip.
  - (e) Motorcycles must be fitted with a self-closing throttle.
2. All motorcycles must use petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814. All gas must be stored in approved containers.
3. Transmission
- a. The gearbox is limited to the number of speeds of the approved motorcycle. However, machines originally equipped with fewer than six speeds may be increased to a maximum of six speeds.
  - b. All approved motorcycles must be fitted with a transmission as catalogued and sold by the manufacturer of the motorcycle in question.
  - c. Specially fabricated clutch levers or pedals may be used. Clutch pedals must be rubber-covered.
  - d. Special sprockets may be fabricated, but they must be made and attached in a safe and workmanlike manner. An extra sprocket cannot be mounted to the rear wheel.
  - e. Starting systems may be removed, including kick lever, pedal, starter crank gear and starter shaft. Kick pedals must be of the folding type.
  - f. There are no limitations on gearing.
4. Brakes
- a. Brakes must be manufactured and installed in a safe and workmanlike manner.

- b. A brake or braking device does not mean a compression release, although compression releases may be installed in addition to brakes.
  - c. Motorcycles and minicycles in motocross competition must be equipped with adequate, operating front and rear brakes.
  - d. Special pedals must be rubber-covered.
  - e. Brake ventilation is permitted.
  - f. Brakes that operate by friction on the tire or wheel rim are prohibited.
5. Wheels and Axles
- a. Aluminum wheel axles are prohibited in all AMA motorcycle competition.
6. Frame
- a. General
    - (1) Frame parts must be manufactured in a safe and workmanlike manner, and any frame modifications also must be done in a workmanlike manner.
    - (2) Titanium frames are not allowed.
    - (3) Safety bars and stands must be removed.
    - (4) Footrests and levers
      - (a) All footrests must fold back at a 45-degree angle for at least 50 degrees of movement.
      - (b) Footrests must have a non-skid surface (e.g., knurled, serrated, rubber covered etc).
      - (c) The length of the footrest pivot point to the frame, engine or transmission must not exceed 2-inches and may not be lower than the crankcase or frame, whichever is lower.
      - (d) Once qualified for the meet, the machines frame may not be replaced.
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.
8. Forks
- a. Forks must be adequate in strength and size for the motorcycle and its use.

- b. Fender brackets may be removed.
- c. If forks are moved up in the triple clamps and protrude more than 1-inch (including air stem if so equipped) above the lowest portion of the handlebars, then a protection device must be fitted over them.
- d. A steering damper may be fitted in all types of competition.

## 9. Gas Tanks

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

## 10. Fenders

- a. The front fender and the rear portion of the rear fender may be removed, or special fenders may be fitted. However, any special fenders must be mounted securely and safely.
- b. Rear fenders must extend at least to a vertical line drawn through the rear axle.
- c. Streamlined parts, shells or housings are not permitted.
- d. No lights, license plates, brackets, mirrors, glass or equipment posing a hazard to the rider or other competitors are allowed.

## 11. Chain Guards

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

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

- a. The exhaust system must be attached securely together and to the frame, and must remain so until the end of the event.

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



Same height as a  
rearmost exhaust outlet

Microphone 0.5-meters=20-inches

- d. Applicable sound test limits may not be exceeded at any time during an event. Testing by a club or promoter is required. The testing may be conducted at any time. Any machine not complying with applicable sound rules may be penalized.
  - e. When required, spark arresters shall remain in place throughout the event.
  - f. Items 12. a-e above applies to all entrants, including pro-licensed riders.
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 a primary tire filler.
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. Nothing but a riding number and letter may appear on the plate. Numbers and letters must be clearly legible.
  - c. Numbers must be at least 5-inch high standard block letters; numbers must not be shaded or outlined. Lettering must have a professional appearance. AMA national numbers will take precedence in all events, and will be designated by a 3-inch letter N (such as 1N). Nothing but the number and letter may appear on a number plate, except the top 2-inches of the front number plate for sponsor or rider names.

- d. A minicycle number plate should be no smaller than the original equipment supplied by that model.
  - e. Number Plates - it is recommended that number plate colors be as follows: A classification: White with black numbers. B classification: Yellow with black numbers. C classification: Black with white numbers.
  - f. It is recommended that in addition to numbers on the motorcycle, the rider should put his number on back of his/her jersey or chest protector.
15. No electronic communication with the rider is permitted.
  16. All riders should have a working, 2-pound minimum, BC-rated, fire extinguisher in their pit area.

#### **D. Motorcycle Equipment Inspection**

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

#### **E. Competition Apparel**

It is the sole responsibility of the rider to select a helmet and apparel that will provide appropriate protection. The AMA does not endorse or certify any manufacturers or products. The rider must rely on his own judgment in the selection of any helmet and apparel for durability and safety.

1. A rider must wear a helmet at all times when riding on a track or course. Helmets must be of the full-face or full-coverage type. In contests of speed, all riders must utilize a shatterproof face shield or shatterproof goggles. The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval:

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

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

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

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

## SECTIONS 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, promoter, rider and all other persons participating in or connected with any meet are bound by these rules. Recognized districts must submit any supplementary rules to the AMA for approval.
2. No stylized jumping contests will be allowed before, during or after AMA-sanctioned events.
3. No gambling is permitted at any AMA-sanctioned meet, and it is the responsibility of the promoter and referee to strictly enforce this rule.
4. Amateur riders may enter three classes per meet. See section 1.1 D2a for youth eligibility.
5. At any meet, except speedway and sidecar events, the following applies: The machine must meet the class requirement for engine size. All classes need not be run in any given meet. However, all classes to be run must be listed on any advance advertisements. If there are five or more entries for any class, that class must be run. If there are more than five but fewer than 12 riders in each of any two consecutive classes, these classes may be run at the same time (for separate prizes). In any advertised class with fewer than five entries, the class must be run, scored and awarded but may be combined with a similar ability or equipment class. Sidecar entries must be a minimum of six AMA members and three sidecars. ATVs and motorcycles may not race or practice on the track or course at the same time.
6. As specified in Section 1.2, general equipment standards, motorcycles must be equipped with mufflers. Meets should be advertised as muffled to promote good community relations.
7. With AMA permission, a standard meet may run in conjunction with a professional meet. At meets where spectator admission is charged, an entry fee may be charged in addition to the admission fee.
8. At meets where the promoter is supplying medical insurance for the riders, he/she may collect an additional fee for this service. The promoter must display at sign up a sign stating, RIDER MEDICAL INSURANCE TODAY, in 3-inch letters. All other meets should be recognized as not having rider medical insurance.

9. In addition to the classes described in this rulebook, promoters may organize, advertise and conduct stock classes in any type of AMA competition. Stock motorcycles (as described in Section 1.2) are subject to inspection, and any deviation will result in the machines being assigned to other categories or disqualified.
10. AMA Grand National, Superbike or Pro Expert licensed riders are not eligible to enter any Amateur National Championship meet (except enduro).
11. A rider who earns a national number may begin using the number immediately and until the succeeding year's event where the national number was earned.

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

1. Youth meets must be conducted according to the rules in this rulebook. Any variations are not allowed without the written permission of AMA Racing.
2. All classes to be run at a meet must be listed in advance advertising and posted in a prominent place at the entry desk. All classes advertised must be run if there are five or more riders for that class. When there are fewer than five riders, they may be advanced to the next higher class and scored separately. If there are more than five but fewer than 10 riders in each of two consecutive classes, the two classes may be run at the same time (for separate points and trophies).
3. In classes with 10 or fewer riders, at least two trophies must be awarded. An additional trophy should be added for every five additional riders in the class. No more than five trophies need be awarded in any given class.
4. Two riders may use the same machine, provided they are entered in different classes (e.g., an 85cc stock machine ridden in the 9-11 class and 12-13 class).

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

## **C. Race Rules**

1. On the day of a meet, no one except riders officially entered may ride or practice on the racing course. Riding on the course is prohibited except during events and scheduled practice sessions.
2. The machine at the starting line for the riders first moto is considered the qualified machine for the meet in that class. Only the machine that is considered the qualified machine will be allowed on the track for a sighting/parade lap. In any case, a rider is not allowed to switch machines after the start of sighting/parade lap.
3. If a rider's physical stature is such that he/she cannot reach the ground with both feet, blocks may be used but must be removed immediately after the start.
4. Practice or warm-up is limited to the designated area identified by the organizer. Competitors riding, or allowing

their machines to be ridden, outside these boundaries will be excluded from the meet.

5. A rider must be ready when called to the starting area. If not ready, he is allowed 2-minutes after the starters call to make minor repairs. Afterward, if he still is not ready, he is excluded from the event. Once an alternate rider has been called to the starting line by the referee, he will not be removed unless disqualified for some infraction. No alternate rider will be placed in an event once it has been initially started by the starter. Additionally, alternate riders may not be placed in an event that must be restarted. Any rider may ask for 2-minutes to make repairs, but the additional time will not prevent the disqualification of another rider who has used the 2-minute limit.
6. Race Program
  - a. If there are more riders in a class than can be accommodated on the course, the following format is recommended:
    - (1) Riders are divided into two or more groups, using each group as a first moto that qualifies them to the second moto.
    - (2) If two groups are used, the top 15 riders from each group will advance directly to the second moto. Any riders not placing in the top 15 will race a last chance qualifier where the top ten finishers transfer to the second moto. A riders 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 15 points.
    - (3) 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.
    - (4) When qualifying groups are used, 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.
    - (5) Format can be adjusted to meet track needs.
7. Except in a designated mechanics area, no adjustments, repairs or refueling may be done during a moto. A rider, however, may do such work anywhere on the course without assistance and using only parts or tools he may be carrying himself. Once an event has started, any change of motorcycles is forbidden. A rider will be disqualified from the moto for disregarding this rule.
8. A rider whose machine becomes disabled before he reaches the finish line may, without assistance, push or carry the motorcycle (in the direction of the track) across the finish line to receive the checkered flag. At the referee's discretion, the rider may be instructed to leave the track at the nearest exit point, and will be considered to have completed the event, provided he has completed at least 50% of the number of laps as the winner.

9. Starts
  - a. 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.
  - b. At the starting line, the course must allow 1-meter (3.2-feet) of starting space for each machine.
  - c. Rubber band Starts
    - (1) An elastic restraint is stretched from either end of the starting area to a center post.
    - (2) 3-feet behind and parallel to this restraint is a ditch approximately 9-inches deep and 18-inches wide, where the motorcycles front wheels are placed.
    - (3) A penalty line, marked with lime, is 2-feet behind the restraint.
    - (4) Any rider crossing the penalty line before the restraint is released will be penalized one lap.
    - (5) A 2-minute warning is given, followed by a one-minute signal. If necessary, the starter may stop the countdown, then restart the count at one minute. At the end of the one-minute period, the restraint is released and the race begun.
  - d. When a rider chooses their location on the starting line, they may not change that position.
10. 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, he shall be penalized one lap.
11. If a rider stops for any reason during an event, he must restart without any outside assistance. However, if a rider falls, blocking the course and endangering other riders, he may receive help or have his machine pushed off the course. An attempt to help under any other situation will result in the rider's disqualification.
12. A rider leaving the course must re-enter at the same point or at the first point where he can safely without interfering with other riders and without gaining an advantage. A rider who fails to do so may be docked at least one finishing position for the moto at the discretion of the referee. In stadium motocross and Arenacross, a rider leaving the course must be allowed to re-enter the course without riding backward and may not be penalized, at the discretion of the referee.

13. A competitor who rides in a way that endangers officials, other riders or the public will be subject to immediate disqualification from the meet by the referee.
14. Except in sidecar competition, riding in a prone position is prohibited. The penalty is disqualification.
15. When entering or leaving the pits, a rider must use designated entrance and exit lanes. Failure to do so may result 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 finishing position and a rider need not take the checkered flag to finish.
18. An event stopped by the referee before 60% of the race is complete will be re-started from the beginning.
19. For each class, the recommended program is two 15-minute motos.

#### **D. Flags**

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

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

7. YELLOW with THREE RED STRIPES-oil on the track at that location. (2-inch red stripes are perpendicular to the shaft of the flag.)
8. BLACK and WHITE CHECKERED-end of race. (Checks are 5-inches square.)
9. RED-stopping of a race for any emergency situation.

## E. Scoring

1. An AMA-approved scoring system must be used.
2. Each rider is entitled to examine his score or scorecard with the head scorer or referee.
3. No official announcement of race winners may be made until all checks have been examined and the head scorer approves the cards. Official results are declared final if no rider requests a recheck within a 1/2-hour after they are posted. The final results posted at the end of the 30-minute protest period may not be altered except by the AMA or the appeal process.
4. It is the rider's responsibility to ensure number legibility. If a rider appeals his score and the numbers are not properly displayed, a protest will be disallowed. There will be no exceptions to this rule.
5. No official announcement of race winners may be made until all checks have been examined and the head scorer approves the cards. Official results are declared final if no rider requests a recheck within a 1/2-hour after they are posted. The final results posted at the end of the 30-minute protest period may not be altered except by the AMA or the appeal process.
6. 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.
7. 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.
8. When the winner receives the checkered flag, the race is considered complete and all riders who take the checkered flag and have completed half the laps of the winner are scored according to their position and number of laps completed as of the final lap. A rider who completed fewer than one-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. A rider who did not start will receive a score equal to the total number of riders plus 30 points. No rider will be allowed to make up lost laps after the checkered flag.
9. At the sole discretion of the referee a class may be scored from one moto only.
10. National Advancement System

- a. Riders will receive advancement points for participation in all AMA-sanctioned motocross, Arenacross, stadium motocross (or any similar activity) meets. AMA riders advance from one classification to the next through their successful participation in AMA-sanctioned meets. Advancement criteria will be reviewed annually by the Motocross Committee of AMA Congress or as needed by the Executive Committee.
- b. Riders will be advanced at the end of each year effective December 31. Advancement points will be calculated from November 1 to October 31 each year.
- c. 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 cannot continue racing their class from the previous year if they are no longer eligible as of December 31.
- d. Riders who participate in a higher-level classification at any AMA or non-AMA track will be considered as advanced to that classification.
- e. \*All C riders carrying an **RPV of 15 or higher** at year-end will be advanced to the B class.
- f. All B riders carrying an RPV of 15 or higher at year-end will be advanced to the A class.
- g. Rider Performance Value (RPV)
  1. To be considered for advancement a rider must have a minimum of 6 points paying class finishes within the rider's classification. However, the RPV for each displacement class will be calculated separately.
  2. Riders will earn performance points based on their finishes at each meet according to the following schedules:

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

RPV point schedule is continued on the next page

Finish Position	Points 5-14 Participants	Points 15-24 Participants	Points 25+ Participants
14		4	7
15		3	6
16		2	5
17		1	4
18			3
19			2
20			1

\*Example: A rider has 18 B class entries. He earns 256 points combined in 15 of those classes and no points in the other three. To calculate the RPV the total points earned (256) are divided by the total number of class entries in which points were earned (15). 256 divided by 15 = RPV of 17.06. The rider's RPV of 17.06 exceeds the 15 point cutoff and he is advanced to the A class. All C riders carrying a **RPV of 15 or higher** at year-end will be advanced to the B class.

- h. The following criteria are to be used when determining a rider's eligibility for the C class:
1. \*No rider is to be classified as a C rider if that rider had a **RPV of 15 or higher** the previous year in the C class or a 12-16 youth division.
  2. No rider is to be classified as a C rider if that rider has ever been classified as an A or Expert rider.
  3. No rider is to be classified as a C rider if that rider has qualified for the AMA Amateur Motocross Nationals in any previous year in any class.
  4. 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 class.
  5. If a rider does not have enough points paying finishes to calculate their RPV points or does not meet any of the above criteria, they may not participate in the C class if they have raced the C, Beginner or any Youth class above 12-years old prior to June 1, 2007.
- i. No rider, youth or amateur, can be forced to compete in the A class until January 1 following their 16th birthday. Riders under 16-years old may advance on their own ability/competence.
- j. **\*A rider may not be advanced to the A class through the RPV system if they were previously designated a C rider in the same year.**
- k. Riders who wish to contest placement or classification may appeal once to the AMA. There will be a 4-member board to hear complaint and there is no second appeal to this classification process. NO less than 2 members on this appeal board will have background in the sport that is being contested.

## F. Claiming

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

## G. Youth Engine Classes and Age Groups

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

For the 0-51cc classes only-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.

1. Minicycles-all engine types. All minicycle class machines must be run in the class for which they were originally manufactured (excluding Schoolboy).

Class	Age requirement	Engine size	Engine type
1: Stock Peewee Jr.	4 – 6 yrs	0cc – 51cc	2-stroke
		0cc – 51cc	4-stroke
Single-speed automatic. Maximum wheelbase 36". Maximum wheel size 10". Maximum seat height 24". No larger than 14mm round intake.			
Class	Age requirement	Engine size	Engine type
2: Stock Peewee Sr.	7 – 8 yrs	0cc – 51cc	2-stroke
		0cc – 51cc	4-stroke
Single-speed automatic. Maximum wheelbase 41". Maximum wheel size 12". Retrofitted 12" wheels are permitted on all class 2 machines. OEM parts must be used. No larger than 19mm round intake.			

Class	Age requirement	Engine size	Engine type
3: Stock Peewee	4 – 8 yrs	0cc – 51cc	2-stroke
Single-speed automatic. 2-stroke oil-injected. Maximum wheelbase 36". Maximum wheel size 10". Maximum seat height 22". No larger than 12mm round intake.			

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

Only OEM ring and pinion may be used. All other definition and rules for stock classes contained in Chapter 1, Section 1.2 of the rulebook will apply to stock classes.

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).



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

Class	Age requirement	Engine size	Engine type
65cc	7 – 9 yrs	59cc – 65cc	2-stroke
65cc	7 – 11 yrs	59cc – 65cc	2-stroke
65cc	10 – 11 yrs	59cc – 65cc	2-stroke
Minimum wheel size 10". Maximum front wheel 14". Maximum (adjusted length) wheelbase 45". Maximum wheelbase must maintain manufacturers specifications.			

Class	Age requirement	Engine size	Engine type
85cc	9 – 11 yrs	79cc – 85cc	2-stroke
85cc	12 – 13 yrs	79cc – 85cc	2-stroke
85cc	14 – 15 yrs	79cc – 85cc	2-stroke
Maximum front wheel 17". Minimum rear wheel 12". Maximum rear wheel 16". Maximum wheelbase 51".			

Class	Age requirement	Engine size	Engine type
Supermini	12 – 16 yrs	79cc – 112cc	2-stroke
		75cc – 150cc	4-stroke
Maximum wheelbase 52". Maximum front wheel size 19". Maximum rear wheel size 16".			

Class	Age requirement	Engine size	Engine type
Schoolboy	12 – 16 yrs	86cc – 125cc	2-stroke
		75cc – 150cc	4-stroke
Minimum front wheel size 19". Minimum rear wheel size 16".			

Class	Age requirement	Engine size	Engine type
Schoolboy	14 - 16 yrs	122cc – 250cc	any
Minimum wheelbase 53". No minicycles or Superminis			

Class	Age requirement	Engine size	Engine type
Girls	9 – 15 yrs	79cc – 105cc	2-stroke
Maximum wheelbase 52". Maximum front wheel size 19". Maximum rear wheel size 16".			

- a. The use of OEM or aftermarket kits to change displacement or wheelbase will be allowed in the schoolboy and supermini classes only.
  - b. No A class riders are permitted to compete in any schoolboy or supermini class.
2. Stock classes-for approved minicycles/motorcycles only. See section 1.2 of this chapter regarding allowable equipment. Stock minicycles and motorcycles are subject to inspection, and any deviation, other than approved modifications, will result in the machine being assigned to another category or disqualification.

## H. Arenacross

1. General
  - a. Arenacross is held in an arena or other confined area on a man-made track. Arenacross uses a heat-final type of program.
  - b. In any heat or final race at an Arenacross, the promoter may limit the number of machines to a maximum of 16.
2. Arenacross classes will follow those used for motocross.

Arenacross Class Points			
Finish	Points	Finish	Points
1	25	10	11
2	22	11	10
3	20	12	9
4	18	13	8
5	16	14	7
6	15	15	6
7	14	16	5
8	13	17	4
9	12	18	3

## I. Motocross

### 1. General

- 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.
- The course must be between 1/2-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.
- A stadium motocross is held in a stadium or other confined area on a man-made track. Stadium motocross uses a heat-final type of program.
- In any heat or final race at stadium motocross meets the promoter may limit the number of machines to a maximum of 25.

### 2. Classes

- The following is the complete class listing of approved amateur classes for AMA Motocross events. All classes are approved for competition and promoters must advertise any classes to be run. All classes must have a minimum wheelbase of 53" (except Women's class). All classes may be divided into A, B and C skill levels at the promoter's discretion.

Class	Engine size
125cc	122cc – 125cc, 2-stroke only
250cc	122cc – 250cc
14 - 24 yrs	122cc - open
Open	122cc - open
Plus 25	122cc - open
Vet Plus 30	122cc - open

Continued on next page

Vet Plus 35	122cc - open
Senior Plus 40	122cc - open
Senior Plus 45	122cc - open
Senior Plus 50	122cc - open
Women (12+)	99cc – 250cc

## SECTIONS 1.4 MOTOCROSS PRO/AM MEETS

### A. Purpose

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

### B. Sanctions

1. Motocross
  - a. Pro/Am motocross sanctions may be applied for by any AMA-chartered club or promoter. Information on Pro/Am event requirements is available from the AMA.
  - b. The Pro/Am motocross sanction fee is \$500 per meet (not per day).
  - c. The minimum purse requirement for a Pro/Am motocross event is \$3,000.
  - d. A minimum of \$1 million dollars of participant and spectator liability insurance is required for each Pro/Am meet. Rider medical insurance is optional.

### C. Rider Eligibility

1. Amateur and youth classes: AMA amateur and youth eligibility rules apply.
2. The 250F and 450F Pro/Am motocross classes are open to any AMA-licensed pro rider or eligible amateur A class rider.

### D. Prize Money

1. Minimum purses for Pro/Am meets shall be \$3,000.
2. See Section 1.5 for the Recommended Payout Structure.

### E. Event Procedures:

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

### F. Points for Motocross:

1. At Pro/Am meets, advancement points will be paid to riders by their overall finish position.
2. Points will be awarded according to the National points scale. (See next page.)
3. Points are not transferable between classes.
4. To obtain a Professional Motocross license and Supercross Lites endorsement, riders must earn 75 Pro/Am Points within a twelve month period.

5. Select Pro/Am motocross events will pay double points toward a professional license. Each of the six AMA regions will have at least one double points paying event.
6. AMA Racing staff decides which events will pay double points.

National Points:

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

7. A schedule of Pro/Am motocross events is available at [www.amaracing.com](http://www.amaracing.com).

#### **G. Results**

1. 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.

#### **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](http://www.amasupercross.com)





# Chapter 5

## OFFENSES, PENALTIES, PROTESTS, APPEALS & HEARINGS

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## **A. General Information**

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

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

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

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

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

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

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

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

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

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

#### 4. Penalties

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

#### D. Protests

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



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

## **E. Appeals**

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

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

## **F. Appeal Hearings**

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

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

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

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



# Chapter 6

## Appendices

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## APPENDIX 6.1

### POINTS AND PRIZES

#### A. Standard Meets

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

#### B. Prizes – Pro/Am Meets

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

#### C. Points

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

**NUMBER OF PARTICIPANTS III EVENT**

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

Please see the national point schedule on the following page.

#### D. National Points

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

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

## APPENDIX 6.2

### SOUND LIMITS AND TESTING PROCEDURES BEGINNING 2011

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

#### Sound Requirements

1. The maximum sound limit is set at:

Pre-race inspection		Post-race Inspection	
Maximum dB/A	Engine Type	Maximum dB/A	Engine Type
96 dB/A	2-stroke	98 dB/A	2-stroke
94 dB/A	4-stroke	96 dB/A	4-stroke

2. The test will be conducted at a fixed RPM as follows

Race Motorcycles/ATV		Trail bikes/Utility ATV	
Engine size	RPM	Engine size	RPM
0cc – 85cc	7,000 RPM	0cc – 85cc	4,000 RPM
86cc – 125cc	7,000 RPM	86cc – 125cc	4,500 RPM
126cc – 250cc	5,000 RPM	126cc – 250cc	4,000 RPM
251cc – 500cc	4,500 RPM	251cc – 500cc	4,000 RPM
501cc - open	4,000 RPM	501cc - open	3,000 RPM

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

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

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

## Sound Test Procedures

### A. Sound Test Equipment

The sound level meter must be to international standard IEC 651 or American National Standards Institute (ANSI) S1.4-1983 specifications, Type 1, Type S1A, Type 2 or Type S2A. The sound level meter must include a compatible calibrator, which must be used immediately before mass testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.

For convenience, a 20-inch string may be attached to the front of the sound level meter for the stationary sound test.

It is recommended that the sound meter be attached to a tripod and then placed into position for the test.

Allow the sound meter to come to the same temperature as the surroundings.

Set the sound meter to slow dynamic response and A-weighting.

Always round down the meter reading, that is:  $100.9 \text{ dB/A} = 100 \text{ dB/A}$ .

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

### B. Test Site

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

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

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

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

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

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

Testing should not take place in rain, snow or excessively damp conditions.

### **C. Guidelines for Measuring the Sound**

For initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per machine. Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.

During the sound test, only the rider (or his mechanic) may sit on the machine in the normal riding position and will follow the directions of the sound test official. No other team personnel may influence the sound test.

Readings will be taken with the microphone placed at 20-inches from the exhaust pipe at an angle of 45-degrees measured from the center-line of the exhaust end and at the height of the exhaust pipe, but at least 8-inches above the ground. If this is not possible, the measurement can be taken at 45-degrees upwards.

Attach an electric tachometer or set the vibrating reed tachometer to the test RPM.

Make sure the engine is warmed up and the transmission is in neutral.

Have the vehicle operator slowly increase the engine speed to the test RPM.

Have the rider or assistant read the meter of the electric tachometer, or have the rider or assistant hold the vibrating reed tachometer against any solid part of the vehicle. Have the vehicle operator or assistant signal when the correct RPM is held (e.g., by tapping his foot).

Read the sound level meter when the correct RPM is held.

All silencers will be checked and marked once they have successfully passed the sound check. The end opening of the silencer shall remain unmodified once it has been checked and marked.

Silencers fitted with adapters aimed to reduce the sound levels shall be permanently fitted (e.g., welding).

The silencer may only be exchanged with a spare silencer, which has also been checked and marked for that machine.

### **D. Sound Testing Corrections**

Always round down the meter reading.

For example: 100.9 dB/A = 100 dB/A.

Type 1 Sound Meter: deduct 1 dB/A

Type 2 Sound Meter: deduct 2 dB/A

Below 50-degrees Fahrenheit: deduct 1 dB/A

Below 32-degrees Fahrenheit: deduct 2 dB/A

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

## APPENDIX 6.3

### PROMOTER DUTIES AND RESPONSIBILITIES

#### A. Promoter Duties

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

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

## **B. Promoter Responsibilities**

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

## APPENDIX 6.4

### OFFICIALS DUTIES AND AUTHORITIES

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

#### A. Referee

1. The Referee is the principal officer of a meet, acting as general supervisor. He does not, however, carry out the duties of any other official. The Referee must be introduced at the rider's meeting and be available throughout the protest period. It is the promoter's responsibility to appoint a Referee who is well qualified. The Referee may not compete in the meet.
2. The Referee's duties are:
  - a. To determine if any changes in the course are necessary.
  - b. To request the official sanction from the promoter and to post it at the registration area.
  - c. To determine if all other appropriate officials are present, and to ensure they are performing their duties properly.
  - d. To direct the starter to black flag a rider for any safety reasons, including excessive oil leaking from the motorcycle, mufflers that are loose or not working properly, parts hanging from a motorcycle, loose number plates, etc.
  - e. To provide for technical inspection of equipment used by the riders, and to bar any equipment that does not conform to standards.
  - f. To receive and decide all protests subject to appeal.
  - g. To decide on rider disqualifications, and disqualify any rider who violates any rules of the meet.
  - h. To make a full written report about the meet and forward it to the AMA with properly signed releases within 14 days after the meet and to the appropriate District official if so required.
  - i. To set aside a properly enclosed location for engine inspection and measurement, and to have winning engines ready for measurement when the meet is completed.
  - j. To determine that liability insurance requirements have been met by the promoter.
  - k. Have the right to, or at the request of a participant, check the medical credentials and/or licenses of the ambulance personnel.

## **B. Starter**

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

## **C. Head Clerk**

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

## **D. Head Scorer**

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

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

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

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

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

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

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

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

#### **WARNING:**

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

## APPENDIX 6.5

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

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

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

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

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

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

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

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

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

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

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

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

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

## APPENDIX 6.6

### ABBREVIATIONS & GLOSSARY

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

**AMA** - American Motorcyclist Association.

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

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

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

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

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

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

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

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

**DOT** - Department of Transportation.

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

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

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

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

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

**Knobby Tires**- Tires that do not meet the following measurements will be considered knobbies: The overall width when fitted must not exceed 115 mm. The tread depth must not exceed 13mm. All blocks in the same circumference must be of the same depth. The space between the blocks must not exceed 9.5mm. The space between shoulder blocks must not exceed 22mm. Tires marked not for highway use are considered knobby.

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

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

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

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

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

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

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

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

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

**OEM** - Original Equipment Manufacturer.

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

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

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

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

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

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

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

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

**Sleeve** - A cylinder insert.

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

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

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

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

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

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

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

## APPENDIX 6.7

### 2009 AMA PROTEST FORM

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(Fees for visual and technical protests only)

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

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

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

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### 2009 AMA PROTEST FORM

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

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    - (1) 2-stroke engine: \$100
    - (2) 4-stroke engines and all other 2-strokes: \$250
    - (3) An additional \$100 is required for measurement of any engine that must be removed from the frame for inspection.
3. Administrative: All other protests will be defined as administrative (e.g., rider eligibility, scoring, etc.). These protests do not require any fees.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(Fees for visual and technical protests only)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(Fees for visual and technical protests only)

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

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

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