2026 AMRA Arizona Off Road State Championship Series Supplemental Rules

Revised 11-24-2025

The 2026 AMA Racing rulebook and these Supplemental rules will govern these events.

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ARTICLE 1. CLASSES

1. Riders will be divided into the following Championship classes. **NOTE:** If shown below, the single letter within the parenthesis (), is the class indicator and must be included on your number plates. Electric Motorcycles will be allowed in all non-displacement-limited classes.

1. AA Pro
2. AA Veteran (35 yrs. & up) AA (z)
3. 98cc-250cc A (x)
4. 98cc-250cc B (x)
5. 98cc-250cc C (x)
6. 98cc-unlimited cc A (p)
7. 98cc-unlimited cc B (p)
8. 98cc-unlimited cc C (p)
9. Veteran (30 yrs. & up) A (v)
10. Veteran (30 yrs. & up) B (v)
11. Veteran (30 yrs. & up) C (v)
12. Senior (40 yrs. & up) A (s)
13. Senior (40 yrs. & up) B (s)
14. Senior (40 yrs. & up) C (s)
15. Super Senior (50 yrs. & up) A (m)
16. Super Senior (50 yrs. & up) B (m)
17. Super Senior (50 yrs. & up) C (m)
18. Masters (60 yrs. & up) A(L)
19. Masters (60 yrs. & up) B (L)
22. Masters (60 yrs. & up) C (L)
23. Founders Expert (70 yrs. & up, race C course) (F)
24. Founders (70 yrs. & up) C (F)
25. Women Veteran (35 yrs. & up, race C course) (N) - full size motorcycle (w)

26. Women A - full size motorcycle (w)
27. Women B - full size motorcycle (w)
28. Women C – full size motorcycle (w)
29. Schoolboy – 12-16 yrs., 86cc – 250cc (y)
30. Vintage Class *ride C course, class points only
31. Sportsman 1 *ride A/B course, no points
32. Sportsman 2 *ride C course, no points

2. All riders must display the correct background color, number, and letter (class indicator above) for their class and division on all three number plates. Examples: 1p, 37v, 5L, 22s

a. Sportsman 1, Sportsman 2, Founders, Founders Expert, Women Veteran, and Vintage Class: **White** background, **Black** numbers and letters

b. Novice (C): **Green** backgrounds, **White** numbers and letters

c. Amateur (B): **Yellow** background, **Black** numbers and letters

d. Expert (A): **Red** background, **White** numbers and letters

e. AA, AA Veteran (AA) **Blue** background, **White** numbers and letters

3. It is the rider's responsibility to enter the proper class. Failure to do so will result in the loss of all points earned. Example: if you ride the "A" class locally or normally, you must enter the "A" class in the AMA Arizona State Championship series.

a. **AA Class**: The top 15 riders in overall points (A class) that have also either competed in AA the previous year or won their A class the previous year will be moved up to the AA class or remain in the AA class for the following season. If the rider is 35 or older, the rider may enter the AA Veteran class. In addition, any rider with prior Pro or AA riding experience from an AMA sanctioned organization or any "A" rider from a recognized series can voluntarily enter the AA class. Any rider in the AA class failing to earn top 15 in overall points for the year has the option of moving back to an appropriate A class the following year. AA pro purse will be calculated at a minimum of $150.00 per AA racer entered. (AMRA rider fees are not deducted from the AA purse) *AA Veteran does not qualify for purse.

b. An **Expert (A)** rider is the highest of the sport classification of desert riders. He or she is experienced, skillful and has demonstrated exceptional riding ability.

c. An **Amateur (B)** rider is a rider with desert experience and moderate ability.

d. A **Novice (C)** is a rider with minimum experience.

e. **Vintage class** is for anyone who wants to attempt racing a vintage bike as described in sub paragraph 1 below. Vintage bikes will be REQUIRED to go through normal Tech inspections at each event. Trophies will be awarded for top 3 racers per event. Points will be awarded only for end of year championship in this class only-Not for overall C championship. Vintage bikes MUST be 1982 or older. They must have drum brakes front/rear and must be air cooled.

f. The **Sportsman 1** class is for AA, Expert (A) and Amateur (B) racers or riders that want to compete just for the fun without the pressure of the Championship classes. At the discretion of the Steward, a rider may compete in this class indefinitely. The Sportsman 1 class will ride the A/B course. This class receives no points. Trophies will be awarded for the top three (3)

overall. No Divisions will be recognized.

g. The **Sportsman 2** class is for first time racers or riders that want to compete just for the fun or to ride with a child or friend without the pressure of the higher classes. At the

discretion of the Steward, a rider may compete in this class indefinitely. The Sportsman 2 class will ride the C course. This class receives no points. Trophies will be awarded for the top three (3) overall. No Divisions will be recognized.

4. Any rider may petition to the AMA to be reclassified. See AMA Off-Road Rider Advancement Appeal process online: **https://fs2.formsite.com/SM1caZ/xqn4abtnqj/index.html**

ARTICLE 2. COMPETITION MEMBERSHIPS AND NUMBERS

1. All entrants competing in AMRA events must have a current AMRA Competition Membership. Competition Memberships can be purchased by the individual rider from AMRA each season.

a. A competition membership is valid for only one Division (i.e. 30+). Competitors wishing to compete in another (change) Division must purchase another competition membership.
b. In **co-sanctioned events**, riders from the co-sanction organization will not be required to purchase an AMRA competition membership.

2. All Big Bike entrants competing in AMRA events must have a current **AMA membership card and show proof at each event**. Failure to produce proof of AMA membership during registration will require the rider to purchase an AMA membership at the event before they are eligible to race.

3. Earned numbers will be assigned to the top 3 in each Division. Earned number assignments are based on your season points total in your Division during the previous season. Numbers are assigned based on your season points total in your Division, regardless of Class. For example, if you run in the 30+ Division in the C Class, your earned number is assigned based on how you rank compared to all the 30+ Division riders in all Classes, i.e. A, B and C. If you move Divisions, i.e. 30+ to 250, then you do not run your earned number from the 30+ Division. Earned numbers will be assigned to the top 3 in each division.

a. A rider does not have to run their earned number. If a rider chooses to not run their earned number, then that number cannot be run by anyone else.

b. Numbers, with the exception of earned numbers, are given out on a first come first serve basis. Previous year's members will be given a 30-day window to reclaim the previous seasons race number, any number not reclaimed during the 30 day window will be given out on a first come first serve basis. You do not have to request your earned number.

ARTICLE 3. TYPES OF RACES

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1. **Points Races** - Hosting clubs may choose any of the following race formats for their AMRA Arizona State Championship Points event. Race format must be communicated at the riders meeting and/or within the rider instructions.

Standard:

a. **Enduro:** An offroad event consisting of multiple timed "test" sections connected by untimed "transfer" sections. Overall results are determined by the rider's accumulated test times only. Transfers must be completed per the race instructions, but transfer times do not count toward scoring, and there are no speed or time requirements for transfers. Enduros generally include

three (3) to seven (7) tests, with the length and type of terrain for each test and transfer determined by the sponsoring club and land availability. Starts are typically one (1) rider at a time into a test section and one (1) to five (5) riders at a time into a transfer. Starts may be conducted at set "key times" or as "restarts" where riders begin at their discretion. Events may also use a combination of both starting methods. All start formats and event details must be clearly announced at the riders meeting and within race instructions. A rider completing more test sections than another rider will be scored higher. To be considered a finisher, riders must complete at least one-half (½) of the total number of set test sections. Cut off times, gas stops, and emergency bailouts are at the discretion of the promoting club and must be announced at the riders meeting. AMRA highly recommends the race affords enough time to finish for all riders not suffering mechanical difficulties.

b. **Grand Prix** - A closed course of roughly five (5) to twenty-five (25) miles with variable types of terrain including paved roads, open desert, sand washes, and a motocross course. Additional unusual obstacles (water, buildings, wood, bridges, killer hills, etc.) are recommended. The race must be at least 30 minutes minimum or up to 2 hours running time for all finishers. To be considered a finisher, riders must complete a minimum of one (1) lap for every two (2) laps completed by the leader of their class and take the checkered flag. The Grand Prix may be run as a heat race at the discretion of the host club. The race will be cut off after the leader finishes. Practice and/or a parade lap are allowed in a Grand Prix.
c. **Hare Scrambles** - A closed course using trails and paths over natural terrain. The course should be between two and a half (2.5) and forty (40) miles long. Unless otherwise instructed at the riders meeting, riders must not ride more than twenty (20) feet from the course marking arrows. If two arrows are positioned on each side of the route, riders must remain between the arrows. To be considered a finisher, riders must have completed a minimum of one (1) lap for every two (2) laps completed by the leader of their class. It's not necessary to take the checkered flag to finish. The sponsoring club may at its discretion require contestants to complete more laps than required by AMRA. Cut off times are left to the sponsoring club and must be announced at the rider's meeting. AMRA highly recommends that all riders not suffering mechanical difficulties be allowed sufficient time to finish the race.
d. Sprint Enduro: A Sprint Enduro is conducted on a closed course with at least two-timed sections using various terrain including, but not limited to, woods, motocross, manmade obstacles, grass tracks, and other off-road terrain. Test sections will be ran multiple times. Each section will range from 2.5 miles to 15 miles in length. For the Peewee and Youth classes, the length of sections can be at the discretion of the organizer. Arrows may be used to direct competitors on the proper route when the terrain doesn't clearly dictate direction. The meet will run a designated number of sections predetermined by the start of the event. The total number of timed tests for the event is six to 12 tests weather permitting. The organizer, however, must specify the format in all advance advertising and at the riders meeting. A rider must finish the event to be eligible for awards and points. To finish, a rider needs to complete at least 50 percent of the timed sections as the winner of their class.

Other:

e. Non Time Keeping Qualifier - An open course consisting of transfer sections and test sections. A transfer section is defined as a portion of the course where a specific speed average must be maintained, with points assessed for completing the section both too early and too late. In order to ensure that no time keeping is necessary, speed averages through transfer sections should be set so that the slowest riders can stay on time riding at a continuous trail riding pace. It is permissible to vary the speed average for the different skill levels. Test sections are defined as portions of the course where riders abilities are assessed by either timing the section or establishing a speed average that most if not all riders cannot achieve. When timed separately, test sections can be located within transfer sections. If the event is run as a 'start control' enduro, test sections are established by increased speed averages, and are separate from transfer sections. Test sections can be preceded and followed by either a transfer

section or another test section. There is no maximum or minimum length for test sections, but there must be at least two test sections that assess points or time to every 'C' rider, with at least one scored to the second (emergency check). For the A and B riders, there must be at least four test sections that assess time or points to every rider, and at least two must be scored to the second. To be considered a finisher, AMRA sanctioned Non Time Keeping Qualifiers will be scored in accordance with the respective AMA rules and regulations in effect the same year as said race. Riders not completing the entire course will be scored behind the last rider to complete the next test section.

f. Hare and Hound - An open course a minimum of sixty (60) miles with either individual loops (clover-leaf) or open-ended (point to point) course, and it should not be run over any area more than once. All Classes need not be required to go the same distance. Riders must compete their advertised class distance to be considered a finisher. Cut off times are left to the sponsoring club and must be announced at the rider's meeting. AMRA highly recommends that all riders not suffering mechanical difficulties be allowed sufficient time to finish the race.

g. Desert Scrambles (a type of Hare and Hound) - An open course of not less than one (1) hour and not more than three (3) hours in total running time. Desert Scrambles require that a portion of the course be ridden at least twice and a minimum of 50% single track and or 50" trail be used in the layout of the course. The sponsoring club is to lay out the course in such a manner that a maximum of 30 mph average is not exceeded by the top 5% of the total entries. If the 30 mph average is exceeded by more than the 5% then the sponsoring club will be subject to a $100 fine by the Competition Committee. To be considered a finisher, riders must have completed a minimum of one lap for every two (2) laps completed by the leader of their class. The sponsoring club may at its discretion require contestants to complete more laps than required by AMRA. Cut off times are left to the sponsoring club and must be announced at the rider's

meeting. AMRA highly recommends that all riders not suffering mechanical difficulties be allowed sufficient time to finish the race

2. **Non-Points races.** Other events such as Motocross, Hill Climbs, Night Races, and other Field Events may be sanctioned by AMRA. The suitability of an event for inclusion (paying points) in the AMRA Arizona State Championship will be determined by the Competition Committee on a case-by-case basis.

ARTICLE 4. GENERAL RULES

1. 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. If the rider is less than 18 years old, the Parent, Legal Guardian or Authorized Adult must be present to sign the entry and release forms, and AMA and AMRA membership applications, along with the rider.

3. No rider shall use more than one motorcycle for the same division in any AMRA points paying event. The bike the rider is on when the race officially starts is the one the rider

must ride. In the case of two points events being held on the same day or two consecutive days, a different motorcycle may be used at each event.

4. A rider cannot enter and ride the same motorcycle in more than one division at the same time.

5. PIT BIKES, GOLF CARTS AND/OR PIT RACING OF ANY TYPE WILL NOT BE TOLERATED AT ANY EVENT. OFFENDERS ARE SUBJECT TO IMMEDIATE DISQUALIFICATION. Pits include those areas within one hundred (100) yards of automobiles, pit personnel, race officials, and race equipment. Larger pit areas may be defined by the sponsoring club.

6. Photographs taken at AMRA events are the property of AMRA and may be used for promoting the AMRA series and its clubs without the consent of the rider. All photographers/media must obtain AMRA media credential.

7. Tear-offs are not allowed for use in AMRA sanctioned events taking place on public lands or where their use is not permitted by the land owner / manager / promoting club. Use of tear-offs is subject to approval of land owner / manager / promoting club. Promoting club should clearly indicate on flyers, rider's meetings, etc. whether tear-offs are permitted or not.

8. **Rider's Meetings** are mandatory. Special safety precautions, unusual hazards, stop checks, road crossings, course markings, etc., will be re-emphasized. Any special rules, such as speed limits in pits, no passing zones, and tortoise exclusion areas will be disseminated to the riders, either verbally, or with written handouts. A random roll call will be taken. If a rider's name is called and he/she is not in attendance, that rider will have thirty (30) seconds added to his/her total time at the end of the event. The participant is ultimately responsible for information discussed at the rider's meetings.

9. **Tech inspections** are mandatory. All riders must complete technical inspection prior to the start of the race. It is the responsibility of the promoting club to appoint a Tech Inspector. If a club fails to do so, AMRA stewards may appoint a Tech Inspector, who has the power to require compliance with AMA, AMRA and the presiding land managers rules regarding motorcycle safety and equipment before a rider is allowed to compete. AMRA requires that at a minimum, tech inspectors verify compliance with safety equipment, bike number/letter/background, transponder placement and the rules pertaining to the class and division entered.

10. **Unsportsmanlike conduct** will not be tolerated towards or from spectators, racers, families, pit crews, race officials, or any other race attendee. Unsportsmanlike conduct includes but is not limited to foul abusive language or acts or verbal or physical abuse. Unsportsmanlike conduct may result in removal from the racing venue, disqualification, and/or elevation to AMA.

11. Starts and Flags:

a. The condition of the course and terrain shall determine the method of starting. If possible, starts should be made in an open area off of the course. The exact start procedure will be explained at the riders meeting.

b. All crew members and support personal must be clear of the start area prior to the start of the event.

c. The AA class will start in the first row, followed by the AA Veteran class and the remaining “A” classes. The remaining “B” classes will follow, then remaining “C” classes. Complete classes can be combined to start fewer waves.

d. Flags that may be used in a desert race:

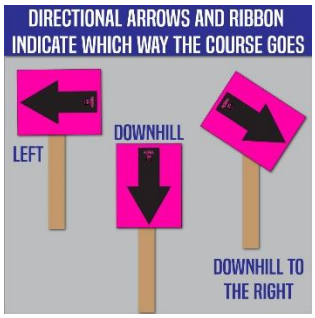
BANNER start of race
GREEN start of race BLUE all riders kill engine
YELLOW caution for a bad danger, do not hold position
RED stop or wait at road crossing.
BLACK disqualification of rider, or to stop a rider
WHITE one lap to go
CHECKERED finish of race.

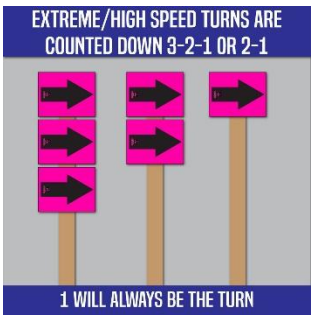
12. **Course Markings:**

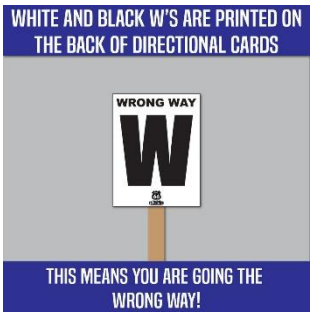
a. In the interest of consistency and safety, courses shall be marked using the Kurt Caselli Foundation Marking Guide found online at https://www.kurtcaselli.com/course-marking-guide . A YouTube video is available https://youtu.be/Zll9b6dKnRA to assist in using the course marking materials. The Course Marking Guide can be downloaded, printed, or used on mobile devices.

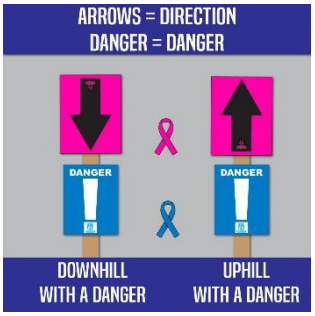
Examples of KC Foundation course marking materials (not all inclusive):

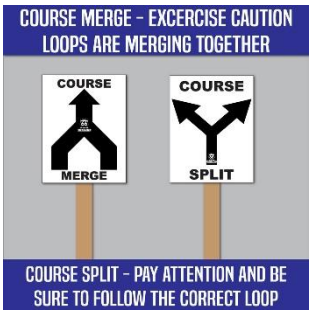












b. Dangerous sections may be marked with down or up facing arrows and blue danger markings “!”. Very few dangers will be marked because everything is dangerous. Only ride what you can see! BE CAREFUL!

c. Riding within approximately ten (10) feet to either side of the marked course is allowed except when definite markings exist (banners, berms, turns, or hazards). When two (2) banners or markers exist, the rider must pass between them. Roads, jeep trails, etc., within the allowed ten (10) feet may be used unless specifically prohibited at the rider's meeting. Tighter restrictions can be imposed (especially by

the landowner or manager); however, the sponsoring club must announce these tighter restrictions at the rider's meeting.

d. A sponsoring club may designate a "holding" or "wait for finish" area. Racers entering this area will be scored in the order in which they arrive. Riders waiting for leaders to finish will be required to wait in these areas until released in an orderly manner by host club officials. There will be no racing to the finish line from this area. No protests from those entering this area will be allowed.

13. **Spark Arrestors**

Spark arrestors are mandatory at AMRA races. Must be noted on the race flier. Random spot checks by Host Club Officials and/or AMRA Officials are authorized at starting lines and at the beginning of tests. A race bike found without a spark arrestor during the race—including starting lines—is grounds for disqualification by Host Club and/or AMRA Officials.

ARTICLE 5. POINTS RULES

1. Towing - A rider whose motorcycle will not run may be towed to the finish while the race is in progress only by another rider who is entered in that race. A rider towed more than ten percent (10%) the length of the race will not be considered a finisher.

2. Move-ups
   a. If a rider moves up a Class either voluntarily or by the AMA, (i.e. from C to B or B to A), the rider may take their points with them but only for the same Division.

   b. A rider may not take their points with them when moving down a Class (i.e. from A to B). Nor can a rider take their points when changing Divisions within a Class. (i.e. Open A to 30+ A). Only worker points are transferable.

3. In **co-sanctioned events**, riders from the co-sanction organization will not be required to purchase an AMRA competition membership. If these riders do not purchase a membership they will not receive season points for the race and the next available AMRA member will receive the points in their place. For example, if non-AMRA member co-sanction riders finish in 1st and 3rd place, with AMRA members finishing in 2nd and 4th place, the AMRA members would receive 1st and 2nd place points. This applies to both division and overall points classifications.

4. Overall scoring (as well as class scoring) shall be based on total elapsed time (from time of start to time of finish) and total laps completed. It therefore may be possible that the first rider to receive the checkered flag may not be the overall winner.

5. Overall points will be based on the following point's schedule:
   a. In order to earn Overall points at an event, a rider must finish in the top 20 overall. It is possible for a rider to earn Overall points and Class Championship points, except AA class riders. AA riders can only receive points towards the Overall Championship. AA class points will not be kept.

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

6. Class points will be based on the following points schedule (AA Veteran will follow EXPERT (A) points:

Finish	EXPERT (A)	AMATEUR (B)	NOVICE (C)
1	300	200	120
2	279	185	108
3	265	175	100
4	256	167	94
5	247	160	89
6	239	154	85
7	232	149	81
8	226	145	77
9	221	141	74
10	216	137	71
11	211	133	68
12	207	130	65
13	203	127	63
14	199	124	61
15	195	122	59
16	191	120	57
17	188	118	55
18	185	116	53
19	183	114	51
20	181	112	49
21	179	110	47
22	177	108	45
23	175	106	43
24	173	104	41
25	171	102	39
26	169	100	38
27	167	99	37
28	166	98	36
29	165	97	35
30	164	96	34
31	163	95	33
32	162	94	32
33	161	93	31
34	160	92	30
35	159	91	29
36	158	90	28
37	157	89	27
38	156	88	26
39	155	87	25
40	154	86	24
41	153	85	23
42	152	84	22
43	151	83	21
44	150	82	20
45	149	81	19

7. **Year End AMRA Award Eligibility:**

   a. **Worker Credit:** All series participants including AA Veteran, **EXCEPT AA CLASS RIDERS**, must work one (1) event to be eligible for series standings and yearend class championship awards. If a racer does not participate in a designated club work day prior to the race or work the actual race, the racer shall not receive worker credit for the year end standing. Should a racer reach the end of the season and the race they are scheduled to work is canceled or rescheduled making it not possible for he/she to work, the racer would not receive worker credit, but will remain eligible for yearend

awards. Awards and earned numbers will be assigned based on the eligible riders only. It is the club's discretion as to whom and how many non-club members are allowed to work the club's event. Worker credit will be assigned after the last race of the season for all series participants who worked an event. Each club must provide a list of everyone (both club and non-club members) who worked their event within 72 hours of their event. All riders can only receive worker credit once per season. Riders cannot earn worker credit in an event he or she competed in. A worked race will gain 0 points. Worked races are not eligible for a "drop". Mini racers are not required to work a race in order to be eligible for season points. Mini racers are not required to be club members.

b. **Club Member Credit:** All series (excluding Mini racers. Mini Racers are not required to be club members.) participants must be a bona fide member of an AMRA recognized club for at least 50% of the racing season to be eligible for yearend class championship awards. All clubs must submit a list of members in good standing within 72 hours of the completion of the last race of the season.

c. **Minimum Race Participation:** All series participants must race 50% of the series (number of) events to be eligible for yearend class championship awards. If event total is an odd number, the total will round down.

8. **Drops:** The series Overall championship will count the rider's scores from all rounds. Riders in each individual class championship including AA Veteran (Excluding the AA class) will have their lowest score. The number of race scores dropped will depend on the number of races that season. There will be zero (0) race score drops for big bikes if there are 7 or less races that season. There will be one (1) race score drop for big bikes if there are 8 or more races that season. No drop for AA. The AA championship will be determined from overall A points.

9. Protests:

a. All protests will be decided by the Competition Committee. This Committee will have final determination in all matters brought before it. If the Steward is unable to resolve any disputes arising between the promoting club and the contestants, then it shall be the duty of this Committee, upon receipt of a written protest, to investigate and make a final decision.

b. Protests may be submitted whenever verbal communication fails to bring a decision satisfactory to all parties.

c. The Competition Committee will notify all parties involved after receiving a written protest. This notification will be made in writing no later than the next regularly scheduled meeting, and/or three (3) weeks after receiving the protest. The notification will specify the time and place of the Competition Committee meeting that will resolve the protest.

d. All protests (whether of the rider, machine or rule violation) must be clearly stated in writing and signed, and be accompanied by the appropriate protest fee. Protests, except scoring results not posted the day of the race, must be made on the day of the event. When feasible, protests must be presented to the appropriate steward and/or the club promoting the event no later than one (1) hour following the termination of the event in question. If due to circumstances out of a racer's control (cannot find a club official within one hour, rider injured, rider still out on course, etc...) protests must be received NLT 11:59 pm the day of the race.

e. Protests about scoring results that are not posted the day of the event must be submitted within five (5) days of the posting of the results.

f. Protests involving rule violations or the actions of the promoting club must be clearly stated in writing and be accompanied by a protest fee of fifty dollars ($50.00). How the $50 fee will be paid/received (electronically, check, cash, etc...) will be determined by the Host Club Race Referee if protest is made to the Club and to the AMRA Secretary if made directly to AMRA. If the protest is found valid (in favor of the protestor), the protest fee will be returned to the person making the protest. If the protest is declared invalid (against the protestor) then the protest fee is forfeited. The Competition Committee will decide who receives the protest fee; the protested club, the AMRA treasury, or some other deserving party.

g. Protests involving another rider must be clearly stated in writing and be accompanied by a protest fee of fifty dollars ($50.00). How the $50 fee will be paid/received (electronically, check, cash, etc...) will be determined by the Host Club Race Referee if protest is made to the Club and to the AMRA Secretary if made directly to AMRA. If the protest is found valid (in favor of the protestor), the protest fee will be returned to the person making the protest. If the protest is declared in favor of the protested rider, this rider will receive the protest fee ($50.00). g. Protests regarding displacement of engines must be made in writing and accompanied by a fee of one hundred fifty dollars ($150.00) payable to the AMRA Secretary. If the official referee decides for the protester, then the fee will be returned. If the referee decides for the rider being protested then the fee will be given to the person being protested. h. A protested motorcycle shall be impounded by the respective AMRA Steward at the time of protest and held by the said Steward until protest dispute is properly disposed. Alleged displacement violators shall have the right to request tear-down and measurement by an impartial motorcycle shop. Should the motorcycle shop find in favor of the protested contestant then the protester shall pay all tear-down and assembly costs.

10. **Appeals:**

a. All members of AMRA may appeal to the Competition Committee any decision made by any promoting club or any AMRA official. This Committee will have final determination in all matters brought before it.

b. Decisions and actions made by host club officials and AMRA Officers (i.e. disqualification, change in finish position, etc.) may be appealed to the Competition Committee. The appeal must be made in writing and be accompanied by a fifty dollar ($50.00) appeal fee. The appeal must be made within five (5) days of the posting or announcement of the club's decision.

c. Decisions and actions by AMRA officials (i.e. disqualification because of pit crew pit racing, etc.) may be appealed to the Competition Committee. The appeal must be made in writing and be accompanied by a fifty dollar ($50.00) appeal fee. The appeal must be made within five (5) days of the action.

d. Decisions made by a Tech Inspector may be appealed to the Competition Committee. This appeal must be made in writing and be accompanied by a fifty dollar ($50.00) appeal fee payable to the AMRA Secretary. The appeal must be made within five (5) days of the action.

e. A member may appeal the Steward's decision regarding classification to the Competition Committee. This appeal may be in writing or heard at any regular meeting of this Committee. There is no fee for this appeal. The member may appeal his classification at any time.

11. **Power of Stewards**: The Stewards have the power to disqualify riders even though no protest has been lodged. All event officials and AMRA Officers have the power to disqualify Pit Racers. Riders and Parents may be disqualified for unsportsmanlike conduct at the discretion of the Stewards.

ARTICLE 6. MINI SERIES SUPPLEMENTAL RULES

1. All of the rules and regulations from the AMRA AMA Arizona State Championship Series Supplemental Rulebook apply to Mini's unless trumped by one of the following supplemental Mini Rules.

a. No rider under the legal age of majority in the state in which the meet takes place may compete without the written consent (signature on liability releases and entry forms) of the rider's parents or legal guardians present at the meet. An authorized adult acting on behalf of the parents or legal guardians must provide a notarized statement indicating they have been given the authority by the parent or legal guardian to be responsible for the minor during the meet. The parents, legal guardians or authorized adult must remain present while the AMA member they are responsible for is at the meet.

b. All miniseries participants must have a signed event wavier, or a yearly AMA mini wavier to participate in each event. AMA issues mini waivers based on the calendar year.

c. Miniseries is for participants 16 years of age or younger.

d. Class structure is as follows:
Divisions/Classes (Ages) Displacement (except electric motorcycles), Max rear wheel size, and Background/ Number Color/ Letter Assignments
*Mini Electric motorcycles are classified based on ages and wheel sizes

1. **50cc (4 to 6)**
   - 51cc max, 2 stroke or 4 stroke
   - Max. 10" wheel Yellow/Black, "P"

2. **50cc (7 to 8)**
   - 51cc max, 2 stroke or 4 stroke
   - Max. 12" wheel Yellow/Black, "R"

3. **65cc (7 to 9)**
   - 60cc To 111cc 4 Stroke 60cc to 65cc 2 Stroke
   - Max. 14" wheel Green/White, "K"

4. **65cc (10 to 11)**
   - 60cc To 111cc 4 Stroke 60cc to 65cc 2 Stroke
   - Max. 14" wheel Green/White, "J"

5. **65cc-85cc (11 to 14) Girls**
   - 60cc To 150cc 4 Stroke 60cc to 112cc 2 Stroke

- Max. 19” wheel Blue/White, "W"

6. **85cc (9 to 11)**
   - 80cc To 150cc 4 Stroke 80cc to 85cc 2 stroke
   - Max. 17” wheel Black/White, "Z"

7. **85cc (12 to 14)**
   - 80cc To 150cc 4 Stroke 80cc to 85cc 2 stroke
   - Max. 17” wheel White/Black "G"

8. **Super Mini (9 to 16)**
   - 80cc To 150cc 4 Stroke 80cc to 112cc 2 Stroke
   - Big Wheel Red/White

Electric Balance Bike Classes *Exhibition only and only at select events

- eDrive 12” (3 - 4 yrs) *no points
- eDrive 16” (3-4 yrs) *no points
- eDrive 16” (3-4yrs) *no points
- eDrive 16” (5-6 yrs) *no points
- eDrive Brushless (open) *no points

e. Numbers are to be black on a stock or white background when colored backgrounds are not installed so that promoting clubs can use colored tape to indicate rider class. Numbers are assigned on a first come first serve basis. Riders may choose to run their earned number from previous year. If a rider chooses not to run their earned number, the number will not be reassigned.

f. Mini Series, 50cc 4-6, 65cc 7-9, 85cc 9-11 Division/Classes to use Novice Class Points Schedule, 50cc 7-8, 65cc 10-11, Girls, 85cc 12-14 Classes to use Amateur Class points schedule and Super Mini class to use Expert Class points schedule. To be considered a finisher the rider must take the checkered flag; 50% lap rule from big bikes does not apply to mini riders.

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

h. Course lengths/layouts and race schedule at the discretion of the promoting club. Minimum 20-minute race times for all classes, maximum at the discretion of the club.

i. Trophies for the top 3 finishers (not to exceed 33% of participants) shall be awarded per event. Finisher pins, etc. for all participants.

j. AMRA membership is required. Transponders will be required for most events and can be purchased for twenty dollars ($20.00).

k. All series participants must race 50% of the series (number of) events to be eligible for series year end awards. If there are an odd number of events then the total number is rounded down one to calculate 50%.

l. A maximum of one (1) ‘drop’ will be allowed for the Mini Bike series.

m. Riders and/or family and pit crew who direct foul and abusive language to an official of the sponsoring club, organizer, AMRA official, or district official are subject to disqualification for the entire meet.

****end of rulebook****

****Notes****

AMA (base) rulebook states that you don’t have to take checkers to be a finisher but all supplements do. You have to take the checkers!

If you are an AA rider and finish outside of the top 20 overall, you don’t get points. There are no points standings, only Overall points standings, and only the top 20 finishers at each event get Overall points. This is how it’s done in NHHA.

All entrants competing in AMRA events must have a current AMRA Competition Membership, unless co-sanction.

All motorcycles competing in AMRA events must have an approved USFS spark arrestor.