ATLANTIC MOTOCROSS
RACING ASSOCIATION

# 2026 Championship Series Rule Book

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DEFINITIONS

1. “AMRA” – Atlantic Motocross Racing Association
2. “Aftermarket” Produced by manufacturer or fabricator other than original equipment manufacturer.
3. “CC” Cubic centimeters.
4. “Consolation” or “Semi Final” A final qualifying race for those riders who did not qualify from their heat race.
5. “Displacement” The space covered or volume swept out by the piston at each stroke.
6. “Disqualification” Unless otherwise defined will mean the forfeiture of all awards, prizes and points earned in all events during that day’s meet.
7. “DOT” Department of Transportation
8. “Double Jump” – A double jump is any jump with a defined take off and landing with a minimum of eight feet between those points, and over three feet in height with a blind landing. A rider is classified as clearing a double jump if he/she lands anywhere past the defined landing and exceeds a distance that is considered reasonable, which is one bike length or eight feet past the take off.
9. “Event” Any one of the races in a meet.
10. “Heat Race” A qualifying race that determines which riders advance to the final event.
11. “Manufacturer” The original manufacturer of the motorcycle in question and not the distributor.
12. “Meet” A meeting at which one or more events are held.
13. “Model” A reference to a particular year and name assigned by manufacturers to certain motorcycles.
14. “Moto” A race in a Motocross meet.
15. “Motorcycle” A motorized, two wheeled, competition vehicle to be identified by its engine, frame number, frame tag or other frame marking.
16. “OEM” Original Equipment Manufacturer.
17. “Official” (with reference to race results) A listing of the final finishing order of an event issued by scoring after the 30 minute protest period has expired. The issuing of official results does not exempt riders, who competed in the event, from penalties for rules violations determined by AMRA investigations following the protest period.
18. “Paddocks” Designated area primarily used for maintenance of event entered competition motorcycles. They may also include the parking area for motorcycle transport
19. “Participant” Every club, association, company, promoter, rider and all other persons participating or in any way connected with a AMRA race meet.
20. “Pit Crew” or “Crew” Mechanic and/or assistants.
21. “Pits” Designated area directly adjacent to race track that may include staging and signal zones. Access is limited to mechanics or officials with appropriate track pass credentials.
22. “Program” The predetermined outline of events that make up a meet.
23. “Provisional” (with reference to race results) An initial listing of the finishing order of an event issued by scoring immediately following the race finish. The posting of provisional results begins the 30 minute protest period.

24. ”Production” Any bike that is produced by a AMRA recognized OEM.
25. “Qualify” To advance to a final event by timed qualifying or heat race finish position.
26. “Qualifying Heat Race” A preliminary race that may be used for elimination or to determine heat race starting positions.
27. “Race” Competition in which five or more riders competes against each other.
28. “Race Track” These will include the actual racing surface and runoff areas, the pit road and grid, a test track when provided and any other area where the riding of competition motorcycles is permitted.
29. “Rider” Any person who competes on track in a meet.
30. “Suspension” (with reference to penalties) The loss of all rights to compete as a rider or member of a pit crew for the stated period.
31. “Technical Inspector” The technician who inspects all motorcycles and equipment of riders participating in a meet.
32. “Timed Qualifier” A race against time by an individual rider. Laps are electronically timed for each rider and compared to determine qualifying order.
33. “MOTOCROSS” A motocross event is conducted on a closed flat course and must be a minimum of ½ mile in length with a maximum of 2 miles in length. The course should be irregular so that both right and left hand turns have to be negotiated. It is advisable to include hills, jumps and other terrain that necessitates gear changing. Natural terrain should be used wherever possible. Tracks should try to maintain a 40 foot width but at no time should they be narrower than 16 feet.
34. “Pass” Gaining an actual position on the score sheet. Going past a lapper is not considered a pass.
35. “Finish” Is the first bike to touch the finish line receiving the checkered flag. Bike does not have to fully cross. The finish line is signified by a transponder loop.

# CHAPTER 1 RIDERS AND ELIGIBILITY

***Special Note: AMRA does not test the skill of individual participants in AMRA sanctioned amateur events or judge rider competence. Participants are solely responsible for their safety.***

## 1A. General

1. All riders in AMRA sanctioned competition are required to be members of the AMRA and their respective recognized regional organization (if required). If a membership in a rider's home region is not required, a rider competing outside his home region shall not be required to purchase another region's membership card unless he desires to have his points kept and be eligible for year-end awards in that region. A proper legal release must accompany each amateur or professional application. In all off-road events, a rider must be 14 years or older to ride motorcycles above 251cc. The age of the rider is determined as of the date of the event. Riders found competing without a current AMRA license or without paying the applicable entry fees will be fined $150.00.

2. Rider classification is determined by the region, or by the event's referee in non sanctioned regions.

3. No rider under the age of 18 may compete without the notarized consent of his parents or legal guardian. The promoter or club must retain these notarized consents. A parent, legal guardian or authorized adult must remain present while the AMRA member he is responsible for is participating.

4. All race personnel, race organizers, promoters, 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 event, any such use is inconsistent with the concept of good sportsmanship and is harmful to the sport of motorcycling. If any event participant or personnel are at any point while on the premises for a meet intoxicated, they may be excluded from the event and will be immediately suspended. If the night prior to the event you are under the influence to the point it will affect your judgment during the event, you may be excluded.

5. All riders and other race personnel must assess for themselves the track, facilities, existing conditions and other matters relating to safety. AMRA 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.

6. Any license holder subject to disciplinary action by AMRA shall be ineligible to participate in AMRA sanctioned competition.

## 1B. Riders and Classifications.

1. Riders shall be classified by the AMRA on the basis of participation and achievement in the region's competitions unless otherwise provided by AMRA rules.

| |
|---|
| 250 Junior |
| 50cc (4-6) |
| 50cc (7-8) |
| 50cc Open (4-8) |
| 65cc (10-11) |
| 65cc (7-9) |
| 65cc Open (7-11) |
| 85cc (7-11) |
| 85cc (12-16) |
| Supermini (9-16) |
| Beginner GP |
| Girls (9-16) |
| Intermediate GP |
| Junior GP |
| Ladies |
| Pro GP |
| School Boy (12-17) |
| College Boy (18-29) **Only open to Beginner and Junior level riders** |
| Vet +30 |
| Vet +40 |
| Vet +50 |
| Vet +60 **Minimum Age 60 on race day** |
| Vet Sportsman **Minimum Age 40 on race day and only Junior level riders are eligible** |
| Youth (14-29) |

2. **Rider classification for 250/450/Open* classes are as follows:**

| |
|---|
| ***Professional*** - highest classification |
| ***Intermediate*** - The classification preceding "Professional" - Minimum - age 14 years of age as of January 1st of the current year have the option to remain as an Intermediate. |
| ***Junior*** - the classification preceding "Intermediate". Minimum - age 12 years. |
| ***Beginner*** - the classification preceding "Junior" - Minimum - age 12 years. Any rider capable of completing track obstacles (double or triple jumps) will not be considered a "Beginner" and will be moved to the Junior Class. |

3. **Mini-cycle classes are as follows:**

| |
|---|
| 50cc (4yrs to 6yrs) |
| 50cc (7yrs to 8 yrs) |
| 50cc Open (4yrs to 8 yrs) |
| 65cc (7yrs to 9yrs) |
| 65cc (10yrs to 11 yrs) |
| 65cc Open (7yrs to 11yrs) |
| 85cc (7yrs to 11yrs) |
| 85cc (12yrs to 16yrs) |
| Supermini (9yrs to 16yrs) |
| Schoolboy (12yrs to 17yrs) |

4. **Capacity limits for the listed classes are permitted as follows:**

| *Class* | *Restrictions* |
|---|---|
| 50cc | 0-50cc 2 stroke/0 – 73cc 4 stroke |
| 65cc | 65cc 2 stroke/0-110cc 4 stroke Maximum wheel size 14" front 12" rear. |
| 85cc (7 to 11) | 85cc 2 stroke/90-150cc 4 stroke Maximum wheels size 17" front 14" rear. |
| 85cc (12 to 16) | 85cc 2 stroke/150cc* 4 stroke Maximum wheel size 19" front/16" rear wheel |
| Supermini (9-16) | 85cc – 112cc 2 stoke/100cc – 150cc 4 stroke Maximum wheel size 19" front/ 16 rear wheel |
| 250 Junior | 120-250cc 2 stroke/100-250cc 4 stroke Minimum wheel size 19" front/ 16" rear wheel |
| Pro | 125-300cc 2 Stroke, up to 450cc 4 stroke Minimum wheel size 21" front/ 18" rear wheel |
| Open Class (GP) | 125-550cc 2 stroke/100-650cc 4 stroke Minimum wheel size 21" front/ 18" rear wheel |
| Ladies | 85cc-250cc 2 stroke/150-250cc 4 stroke Minimum wheel size 17" front/ 14" rear wheel |
| Girls 9-16 | 65-112cc 2 Stroke/100-150cc 4 stroke |
| Schoolboy (12-17) | 85-150cc 2 stroke/100-250cc 4 stroke Minimum wheel size 19" front/ 16 rear wheel |
| College Boy (18-29) | 125-300cc 2 Stroke, up to 450cc 4 stroke Minimum wheel size 21" front/ 18" rear wheel |
| Intermediate | 125-300cc 2 Stroke, up to 450cc 4 stroke Minimum wheel size 21" front/ 18" rear wheel |

******Electric MX Bikes will be allowed in any OPEN Class but not specific CC Classes******

5. **Age restrictions are based on age as follows:**

| | |
|---|---|
| Minimum | As of the date of the event. |
| Maximum | As of January 1st of current year. |
| 50cc | Minimum 4 years to maximum 8 years |
| 65cc | Minimum 7 years to maximum 11 years |
| 85cc Minicycle | Minimum 7 years to maximum 16 years |
| 125cc - 150cc 2 Stroke/250cc 4 Stroke | Minimum 12 years |
| 253cc 2 Stroke/450cc 4 stroke or larger | Minimum 14 years |
| Professional/Pro-Am | Minimum 14 years |

6. **Age divisions**

| |
|---|
| Youth 14 yrs.-29 yrs |
| Vet +30 (30-39) |
| Vet +40 (40-49) |
| Vet +50 (50-59) |
| Vet +60 (60+) |

7. Riders applying for an AMRA competition license will be required to ride in their highest classification held in a recognized motorcycling organization. The penalty may be a denial of license and/or loss of any accumulated points.

8. Once true rider classification has been established, the rider must have the proper amount of points to transfer to the next highest classification unless otherwise arranged. AMRA will NOT permit a rider, “if they think they are fast enough.” Advancement points must be earned to be able to race the next classification above

7. Protests against a rider’s classification must be submitted at least 7 days prior to a race. If the Competition Committee determines a rider intentionally entered the wrong class to gain an advantage, that rider will forfeit all points and trophies earned in that class for the season. For honest classification errors, prizes will not be returned, but the rider will be moved immediately.

8. The AMRA representative of any sanctioned event has the authority to upgrade individual riders according to their ability as determined by the opinion of the representative and/or the AMRA Board of Directors. The upgrade of individual riders

must first be approved by the AMRA's Head Office. This rating would be in effect for future races.

9. First-time riders are required to enter the Beginner division unless otherwise arranged with an AMRA representative. Rider classification is based on their riding ability, not age or number of years competing.

10. Riders competing in age classes **(Youth, Vet +30, Vet +40, Vet +50 and Vet +60)** are permitted to participate in the age division one below that in which they are classified (i.e. Vet +40 rider may compete in a Vet +30 division).

11. "Professional" rider classification and/or participation are considered permanent advancement, and it may be changed. If a rider believes he is not capable of competing successfully as a "Professional" rider, he may appeal in writing to the AMRA, asking to be returned to the "Intermediate" class. Each case will be considered individually, and the rider will be notified of the decision in writing. Such an appeal may be submitted only once per season, and the AMRA's decision is final. Riders returned to the "Intermediate" class are only those who officials consider completely non-competitive in the "Professional" class. The district must take care not to return riders who will dominate the "Intermediate" class. Once returned to the "Intermediate" class, a rider again begins accumulating advancement points. A rider may return to the "Intermediate" class only once. Participation in or advancement to a higher class in any region will result in advancement to the higher class in all AMRA sanctioned competition.

12. Advancement from "Beginner" to "Junior" is permanent and may not be changed.

13. 50cc riders in the 4-6 yrs. category are permitted to compete in the 7-8 yrs. division but cannot move back to the 4-6 yrs. division following the advancement.

## 1C. Point For Class Advancement

1. Riders riding in more than one class will have upgrade points combined for both classes.

2. Junior to Intermediate, 20 points.

3. Intermediate to Professional, 40 points.

4. Beginner to Junior:  If a Beginner Class Rider achieves 3 Overall Podium finishes in a season, they will be automatically moved to the Junior Class.

5. All non-Advancement, Skill Based classes will allow a rider to win a Championship in year 1 and Defend that Championship in year 2.  At the completion of that season, the rider is no longer eligible to compete in that class.

6. Full points are awarded in classes of six or more riders. In classes of less than six riders, the winner will receive 3 points and second place will receive 1 point only.

   Upgrade points:

| Position Overall | Point Earned |
|---|---|
| 1st | 5 |
| 2nd | 3 |
| 3rd | 2 |
| 4th | 1 |

7. All upgrade points are dropped by riders accumulating fewer than these totals so that the new season is started with zero upgrade points.

8. All riders earning sufficient upgrade points while participating in an AMRA series may remain in the same class until completion of the series at which time the license must be remitted for upgrade.

9. The Open Beginner classes are considered to be PROGRESSIVE classes and are NOT recognized as a Championship class. Upgrade points will be awarded to Beginner riders on the day of an event, but series points will not be tabulated.

10. Any top THREE finishers from all Junior and Intermediate classes at the Grand National Amateur National Championship will be automatically upgraded to a higher class the following year. Intermediates may stay if they fall under rule chapter 1(B)(1) or they don't have enough upgrade points and their appeal is granted. If they win a championship they may not compete in that class again at the Amateur Grand National Championship.

11. Any rider competing in the 250 Pro/Am East/West national series that earns a national number will be automatically upgraded to the Pro ranks regardless of their total upgrade points earned at AMRA events in the Intermediate class, however, an appeal may be granted. If the rider falls under rule chapter 1(B)(1) he may use this option.

## 1D. Entries

1. To properly enter a class, each rider must complete an AMRA Race Entry Form, obtain an AMRA License, and submit payment prior to the event. At the discretion of the Promoter or AMRA Representative, a "late entry fee" may be attached to the normal entry fee after sign up has officially closed.

2. Promoters may establish an advance entry closing date, and post entries, which can have a higher entry fee, may or may not be accepted. In any case, the condition of entry must appear in all advertisements.

3. Entrants may be removed from an event for breaking the rules of conduct. However, promoters cannot issue continuing suspensions of AMRA licenses.
4. A rider must start the first moto to be considered a participant. No rider will be permitted to start the second moto unless they have participated in the first moto. If qualifiers are needed you must ride qualifier to be eligible for LCQ and so on.

5. A rider may compete in as many classes he/she is able to on a regional level.

# Chapter 2 - EVENTS

****Special Note:****

*Participants are solely responsible for their safety at AMRA sanctioned events 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 their practice session begins.*

## 2A. General Rules of the Event

1. Every promoter and rider and all other persons participating in or connected with any meet are bound by these rules.

2. In the event of a mechanical breakdown or failure during a qualifier or Moto 1, a rider may substitute their machine with a secondary bike, provided that the replacement machine is of the same frame size and engine displacement requirements for the class. This substitution is permitted only after a discussion with and approval from the Referee or the Race Director of the day.

3. At any meet, the following applies:
    a. The machine must meet the class requirement for engine size.
    b. All classes need not be run in any given event. However, all classes to be run must be listed on any advance advertisements.
    c. If there are five or more entries for any class, that class must be run. If there are more than 5 but fewer than 37 riders in each of any three consecutive classes, these classes may be run at the same time (for separate prizes). You cannot have more than 42 riders in a class. If there are fewer than five entries for any class, entries will either be advanced to the next larger displacement class or, at the discretion of the promoter and/or AMRA official, be canceled for the day.

4. At meets where spectator admission is charged, an entry fee may be charged in addition to the admission fee.

5. There shall be a qualified first aid attendant with equipment at all sanctioned motocross events. The referee shall not allow practice or racing to start unless the First Aid Attendants are at the course. The fee for any ambulance trips to the nearest hospital shall be the responsibility of the injured party.

6. All riders entered in a race must attend the riders' meeting. The Head Referee may have a roll-call or spot-check attendance. The penalty for failing to attend the rider's meeting at an AMRA shall be at the discretion of that day's Referee or Promoter.

7. Riding of competition motorcycles other than on the racetrack or designated test area is forbidden. If caught, the rider will lose 5 Championship Points for the first offense, 10 for the second offense and 15 for the third.

8. Any operation of a vehicle in the pits must be at a very slow, acceptable speed (10 kph maximum – 1st gear). At the discretion of the referee, it will be either a fine or dead engine start.
9. 
10. Pets are not allowed in the signal area, or other restricted areas. Pets must be on a leash at all times. $25.00 fine for the first-time infraction.

11. Before leaving a race facility, it is the responsibility of riders/teams to deposit all of their waste items in appropriate containers such as trash bins and waste oil barrels. Should containers not be available on-site, riders/teams must transport such items from the facility for proper disposal

## 2B. Race Rules

1. No one except riders officially entered may ride or practice on any portion of the course the day of the event.

2. Practice or warm up is limited to the designated race course. Competition riding or riders allowing their machines to be ridden outside these boundaries will be excluded from the event.

3. A rider must be ready when called to the starting area. If not ready, the rider or mechanic must signal the starter by raising their hand in the air and will be allowed two minutes after the starter's 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 Head Referee, he will not be removed unless disqualified for some infraction. No alternate rider will be placed in an event once the starter has started the race. Additionally, alternate riders may not be placed in an event that must be restarted. Any rider may ask for two minutes to make repairs, but the additional time will not prevent the disqualification of another rider who has used the two-minute limit. Once one rider has exercised the two-minute delay of the start, additional delays will only be permitted at the discretion of the head referee.

4. In the event of an on-track accident resulting in apparent indications of concussion or another undetermined head injury including temporary unconsciousness, headache, dizziness, nausea, or temporary memory loss, the involved rider is suspended from further competition for the remainder of the event. In all head injury cases where riders have been temporarily suspended, it is recommended to refrain from further competition for a minimum of three weeks or seek medical approval to return prior to the recommended time period. If doctors note is required to return to racing, the note must indicate directly that the head is cleared to return to racing.

5. Under no circumstance may anyone ride a machine in the wrong direction on the track. For this offense, the rider will receive a five-position penalty at the discretion of the head official.

6. Repairs to motorcycles will be allowed in the staging area and starting line until the 30 second board is displayed. Repairs may continue following the start of the race behind the starting line. Once a rider has crossed the starting line all repairs must take place in the designated mechanics area.

7. . Rider Completion of a race:

   a. OPTION 1: A rider whose machine is disabled before reaching the finish line may, under his own physical power, push or carry his machine (in the direction of the track) across the finish line to receive the checkered flag will be considered as having completed the race.

   b. OPTION 2: A rider who didn't complete one lap will receive a DNS. No riders will be allowed to make up lost laps after the checkered flag.

8. If a rider stops for any reason during an event, he must restart without any outside assistance, with the exception of the 50cc Class(es). 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.

9. A rider who leaves the course must re-enter the race in a slower and controlled manner in which there is no interference with other rider or advantage, in any way, as a result. Failure to do so will result in the rider being penalized a minimum of one and a maximum of five finishing positions for that moto. Major infractions of this rule may result in disqualifications. (Ex: Cutting .33% of the track)

10. Any competitor who intends to pull off the course must signal his intentions by raising their hand, and must never cut across the course in front of other competitors.

11. A competitor who rides in a way that endangers officials, other riders or the public will be subject to immediate disqualification from the class the rider is participating in by the referee.

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

13. When the caution flag is displayed due to an accident or mechanical problem, the downed rider must clear the track as quickly as possible if physically able.

14. The referee may decide the maximum number of riders who start any event. Starting riders will be those who qualify as a result from qualifying heats.

15. If qualifiers are required, a rider must start their designated qualifier in order to be eligible to advance to the last chance qualifier and/or main event. If a rider does not ride their designated qualifier and it is the rider's error, the rider must go directly to the LCQ. If a rider that does not qualify, but attempts to compete in the main event, they will be fined $50.00

16. Final results will be tabulated from two motos or, in the case of qualifying motos, a main event as is customary for each particular track or as announced at the rider's meeting. 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.

17. If your bike breaks or the rider is injured and can't return to starting line after a 2-minute hold, that rider will be excluded from that class for the rest of the meet. An alternate will be put in replace of that rider and will remain in the class for the rest of the meet. Due to extreme weather conditions, head official may eliminate sight lap until time permits.

18. POINTS SYSTEM: Points awarded per moto are 25 points for first, 22 points for second, 20 points for third etc. (see schedule below). The rider accumulating the most 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. In the event of qualifying heats and one final moto for outdoor events, points will be doubled for the finishing positions of the main event. Points per moto will be based on the following point schedule.

| *POS* | *POINTS* |
|---|---|
| *1st* | *25* |
| *2nd* | *22* |
| *3rd* | *20* |
| *4th* | *18* |
| *5th* | *16* |
| *6th* | *15* |
| *7th* | *14* |
| *8th* | *13* |
| *9th* | *12* |
| *10th* | *11* |
| *11th* | *10* |
| *12th* | *9* |
| *13th* | *8* |
| *14th* | *7* |
| *15th* | *6* |
| *16th* | *5* |
| *17th* | *4* |
| *18th* | *3* |
| *19th* | *2* |
| *20th* | *1* |

19. When the checkered flag is displayed to end a practice session, all riders are to return immediately to the pit area. Practice starts are to take place during the allotted practice session only. Riders practicing starts after they have received the checkered flag or before practice session starts; riders will start their first moto with a dead engine and their right foot placed on the ground.

20. In cases of extreme weather or other conditions which prevent the completion of the full race program, overall results may be tabulated from one moto as announced by the Promoter or AMRA Representative. At local or provincial events double points will be awarded after 1 moto format

## 2C. Procedure for Staging at Events

1. The finish order of riders in qualifying motos will determine start positions for main motos as follows: the winner of each qualifier will have 1st choice of position, 2nd place finishers next, 3rd next and so on (1-1, 2-2, 3-3, etc). In the case of no qualifiers, random computer selection or pins (where computers are not used) will be used for the gate pick in the first moto.

2. In all subsequent motos, the riders will choose positions according to their finish position from previous motos in a 2 moto format. In the event results from a previous moto are not available, the second moto will be staged as per the staging order of the first moto. In a 3 moto format staging will be done by overall standings.

3. Riders will be called from the starting area to line up on the starting gate. A rider must take his position on the gate as assigned. If a rider is absent when their number is called they will lose their original gate choice and may only select their start position after the current rider to be staged has been called. Exchanging gate positions with other riders is not allowed. At events that have a numbered staging area, when the first bike starts to move to the line you are considered late and will receive last pick at the gate. If pins are being used for an event, any rider who does not have their pin prior to the first number being called, they will be classified as late and receive last pick.

4. Starting blocks are permitted on the starting line.

5. No mechanic, rider or their motorcycle can go to the starting line before their number has been called. At the discretion of the official, you may lose your gate pick and receive the last pick of gate.

### 2D. Flags

1. Flags measuring a minimum of 24 inches by 24 inches have the following meanings:
2. GREEN - start of race
3. WHITE - one lap to go until finish.
4. **YELLOW -** caution. When a yellow flag is displayed, there will be no double jumping/Jumping allowed. Competitors must ride cautiously until they have passed the incident that caused the flag. While the yellow flag is displayed, failure to use reasonable caution, aggressive riding, passing or double jumping while the yellow flag is displayed will result in a 5 position penalty. Contact with emergency and track personnel, or race official will result in immediate disqualification from the event.
5. BLACK - disqualification of a rider. That rider must report to the referee at once.
6. BLUE - move over, another rider is trying to pass.
7. **WHITE WITH RED CROSS -** emergency vehicle or personnel on the track. Absolutely no passing or double jumping/Jumping is allowed. An automatic penalty of ten positions will be imposed for those that fail to comply. If both the Red Cross and yellow flags are

displayed and a pass occurs the ten positions penalty will apply. The Head Referee may go to full disqualification at his discretion

8. BLACK AND WHITE CHECKERED - end of a race.
9. RED - stopping of a race for any emergency situation.

## 2E. Scoring

1. An AMRA approved scoring system must be used. Each rider is entitled to examine his score or scorecard with the office compiler or Clerk of the Course.

2. Official results are declared final if no rider requested a recheck within 30 minutes after they are posted.

3. If any claims are filed within the 30 minute time frame, a new posting limit of 30 minute will be required if the claims are found to be valid.

4. The final results posted at the end of the 30-minute protest period may not be altered except by the AMRA or regional appeal process.

5. In the event of a tie in points at series end, the process to break the tie is by determining the rider that has the greater number of top placing moto scores in the series. If, for instance, there is an equal amount of first place finishes in the series between two riders, calculate the number of second place moto scores, and continue down until the tie is broken. The rider with the greater number shall be placed higher in the overall results of the series. If the tie remains unbroken after comparing moto scores throughout the series, the overall winner of the final race in the series will be ranked higher in the final series results.

6. Transponders – in certain regions transponders are mandatory for scoring. It is up to the rider to make sure their transponder is full charged, working and on the bike. If a rider forgets to put their transponder on the bike and wants to be scored there will be a $25.00 administration fee. This fee can be waived by office staff if they feel warranted.

## 2F. Starts

1. Starting area must have a minimum width 140 feet for Motocross at the starting gate. There must be a minimum width of 20 feet at the point where the starting area enters the track. Starting area must be 120 feet in length prior to entering the race track.

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

3. The starting gate handle must be enclosed with a gate house that has a minimum height of 48” to prevent the riders from viewing the drop of the gate.

4. All starting gates must have a rear restraint a distance of eight feet behind the gate in the down position: i.e. railroad ties that will prevent riders from rolling back from the gate.

5. In the event of a false start (gate malfunction), which will be indicated to the Starter by a prearranged signal, the Starter will display a red flag to stop the race as soon as practical. Someone jumping start is not considered a false start.

6. There will be no grooming in front of the starting gate by riders or mechanics. Watering of starting lanes by riders or crews is prohibited. Transporting dirt from outside the designated starting area is prohibited. A dead engine start will occur.

7. For concrete starting pads, only the event organizers are permitted to clean or clear the starting pad in front of and behind the starting gate. Hands and gloves or Brooms provided by the Promoter are the only devices permitted to clean the starting surface. Any infraction will result in a dead engine start with the rider's right foot placed on the ground.

8. When the last rider is in the gate and the track is cleared for the start, the Head Referee then holds up a 30-second sign. The 30-second sign will be held upright for 30 seconds, then turned for five seconds, then turned sideways for no more than five seconds. During the one to five second interval, the gate will fall.

9. A rider will be considered to have started a Race once the machine has crossed the starting gate or line.

## 2G. Procedures for Red Flag Stops and Restarts

1. In the case of a false start (gate malfunction)or a race that has been red flagged with less than 50% of the laps completed, a race will be restarted. If the red flag is displayed after 50% or more of the race has passed the race will be considered complete.

2. All riders are to return to their original starting position. Only riders that have been scored the lap prior to the red flag will be eligible to restart the race. Riders that are a lap down at the time of the red flag will be scored a lap down at the completion of the restarted race. The running time of the restarted race will be the total scheduled time less the time prior to the red flag. If the red flag is displayed within the first five minutes of the race, the race will be rerun in its entirety.

3. Riders that push their bikes across the start line for the intention of participating in the second moto will not be eligible for any restart of the first moto.
    a. OPTION A: If prior to the gate dropping for the start of the race, a rider either A. jumps the gate, or B. rides through the gate due to a missing gate brake (which stops the gate from being pushed forward), or a broken gate brake, and this results in the rider having an unfair advantage for the start of the race when leaving the start gate, the race must be restarted. A red flag can be used to stop the race, but in this case the red flag does not disqualify the rider. If the rider

repeats either offence on the restart, they are black flagged as soon as possible and held until all other riders have passed who are circulating on the same lap as the leader.

b. OPTION B: If a restart is unacceptable due to time issues for the Promoter If prior to the gate dropping for the start of the race, a rider either A. jumps the gate, or B. rides through the gate due to a missing gate brake (which stops the gate from being pushed forward), or a broken gate brake, and this results in the rider having an unfair advantage for the start of the race when leaving the start gate, the rider will be black flagged as soon as possible and held until all other all other riders have passed who are circulating on the same lap as the leader.

4. In the event a race is ended due to a red flag, the rider causing the red flag will receive last place points. If two riders or more caused the red flag, they will be scored last and second last. Their results will be determined by previous positions.

5. Riders who are not present at the starting gate for the original start of a race will be excluded from any subsequent restarts.

6. Any race stopped with less than half of the specified laps completed will require a complete restart.

7. If, in the referee's opinion, it is necessary to stop an event after at least 50 percent of the total distance has been covered, the race may be considered completed. Riders will be scored according to their position on the lap preceding the one during which they were red flagged. Even if the leader is the first to get a red flag (if it happens on lap 4 then you go back to lap 3). If a race is stopped before 50 percent is completed, it is considered no race. At the referee's discretion, the event may be resumed.

8. If a moto was stopped because of an injured rider and a restart takes place, the rider causing the restart is not permitted to restart the moto. If it occurs after 50 percent of race has occurred see Section 3, previous.

# CHAPTER 3 EQUIPMENT

****Special Note:****

*AMRA does not inspect vehicles in AMRA sanctioned competition. Participants are solely responsible for the condition of their vehicles and their competence to operate them.*

## 3A. General Equipment Standards

****Special Note:****

*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: The engine must remain at the stock OEM displacement and in the event of a protest, the AMRA will allow an overbore of 5.0%. The capacity of each engine cylinder is calculated by the geometric formula, which gives the volume of a cylinder; the diameter is represented by the bore, and the height by the space swept by the piston from its highest to lowest point:

   Capacity = D 2 x 3.1416 x C 4

   Where D = bore And C = stroke

   When a cylinder bore is not circular the cross sectional area must be determined by a suitable geometrical method or calculation, then multiplied by the stroke to determine capacity. When measuring, a tolerance of 1/10 mm is permitted in the bore. If with this tolerance the capacity limit is exceeded for the class in question, a further measurement should be taken with the engine cold, to 1/100 mm limits.

2. Gasoline – Engine fuel must consist of gasoline defined as petroleum based and must be commercially available as produced by the manufacturer.
   a. Specific gravity must fall within the range: .715 .765 at 60º F.
   b. The maximum oxygen content is 6.20% m/m.
   c. Epoxides (i.e. propylene oxide) will not be considered ethers. Nitrogen bearing compounds are not allowed.
   d. Lubrication additives are permitted provided the resulting mixture will meet all other requirements.
   e. Samples for lab analysis may be taken anytime during a meet from a competitor's fuel tank at the discretion of the Chief Technical Inspector, Head Referee or upon receipt of a written protest accompanied by a fee of $300.00. Official results from an AMRA appointed laboratory will be the final determining factor of whether illegal performance additives are present in a particular fuel sample.

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

4. Brakes must be manufactured and installed in safe and workmanlike manner. Motorcycles in off road competition must be equipped with adequate, operating front and rear brakes.

5. Frame Requirements:
    a. Frame parts must be manufactured in a safe and workmanlike manner, and any frame modifications also must be done in a workmanlike manner. Titanium frames are not allowed. Strengthening gussets or tubes may be added, but none may be removed.
    b. Side stands must be removed for competition.
    c. All footrests must fold backward at a 45 degree angle. Footrests may be raised or lowered, but cannot be lower than the bottom frame tube.
    d. Engine mount location, steering head, swing arm pivot point and rear suspension linkage point must be the same as the originally approved model.

6. Handlebars and Controls Handlebars must be made of steel, aluminum or another material approved by the AMRA. Repaired, cracked or broken handlebars are prohibited. Handlebar mounts may be altered. Control levers must have ball ends at least 0.5” in diameter.

7. Forks must be adequate in strength and size for the motorcycle and its use. A steering damper may be fitted in all types of competition.

8. Gas Tanks The gas tank must be manufactured and mounted in a safe and workmanlike manner. Leaking gas tanks or fittings as well as temporary makeshift repairs are prohibited. The same size gas tank must be used during the entire event, including qualification.

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

10. Three number plates are required, and must be mounted securely and in a workmanlike manner. All number plates must be clearly visible. If missing numbers you will be automatically disqualified **only** if missing **before the start of the race**.

11. Paddle tires are prohibited from all AMRA sanctioned events. A paddle tire is defined as one that has a knob with one continuous rib from one side of the tire to the other.

12. The following applies to the 50cc Pee Wee classes only:
    a. Single speed automatic only
    b. Maximum wheel size 12"
    c. Maximum wheel base 41"
    d. Maximum overall length 55" (Overall length is the horizontal distance between two vertical lines at the extreme points of the motorcycle.)

**13.** The following applies to the 60cc/65cc Pee Wee motorcycles and classes only:

a. Minimum wheel size 10"
b. Maximum wheel size 14"
c. The maximum wheelbase for 60cc/65cc machines cannot exceed the manufacturer's specifications by more than 1 ½".

**14.** The following applies to 80cc/85cc motorcycles and classes only:

a. Maximum displacement 85cc (Stroking, sleeving and boring to obtain maximum displacement limits will not be allowed.)
b. No professional riders are permitted in the 85cc class. Intermediate ranked riders may ride the 85cc class providing they are 16 years of age or under.
c. Wheel Size limitations outlined in Ch1-SecB-Para5 of this document

**15.** The following applies to the Super Mini class only:

a. Maximum 2 stroke displacement – 112cc Maximum Fourstoke 150cc (Stroking, sleeving and boring to obtain maximum displacement limits will be allowed.)
b. Intermediate ranked riders may ride the Super Mini class providing they are 16 years of age or under.
c. The minimum wheelbase is 50 inches.
d. Wheel Size limitations outlined in Ch1-SecB-Para5 of this document.
e. Super Mini competitors under the age of 12 years (as of their date of birth) may only compete on machines with a maximum 2 stroke displacement of 105cc two stroke.
f. Aftermarket cylinder heads are allowed.

**16.** Exhaust Systems – All motorcycles must meet sound limits of 99 dB/A measured on the "A" scale at 0.5 meters (20 inches). Test procedure will be prescribed by AMRA. The exhaust system must be attached securely together at all points and to the frame. If exhaust is cracked 100% all of the way around it is not classified as being together. If the exhaust system dislodges from the motorcycle, the rider will be immediately black flagged and disqualified from the moto. The discharge end of an exhaust system may not extend past the rear edge of the rear tire, nor point so that it creates dust or interferes with the vision of another rider. If official cannot determine while on track, he or she must wait until the end of the moto and black flag rider with checkered flag and inspection at that point will take place.

**17.** All motorcycles are to be equipped with an operable kill switch.

**18.** Following are required numbers/background colour combinations

| Class | Number/Background Colour |
|---|---|
| 50cc 4-6 | Red/White |
| 50cc 7-8 | Black/White |

| | |
|---|---|
| 65cc 7-9 | Red/White |
| 65cc 10-11 | Black/White |
| 85cc 7-11 | Red/White |
| 85cc 12-16 | Black/White |
| Beginner/Junior | Red/White |
| Intermediate | Black/Yellow |
| Pro – 250 (MX2) | White/Black |
| Pro – 450 (MX1) | Black/White |
| Ladies/Girls | White/Blue |

19. Riders competing in primarily in an age class must run the colour combination in which they are classified.

## 3B. 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 AMRA sanctioned event. A machine that passes a pre -race inspection is subject to further inspection or protest at any time during the race program.

2. A rider who refuses to allow his engine to be measured or to prepare his motor for measurement is automatically disqualified from the event.

3. Participants are solely responsible for the condition of their motorcycles and personal riding equipment. The AMRA racing Corp. does not inspect or verify the condition of vehicles, clothing or other riding gear and accessories used in an AMRA sanctioned amateur competition.

4. Any pre race inspections that are performed do not certify that the motorcycle is qualified or constituted as legal for class participation.

## 3C. Competition Apparel

****Special Note:****

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

1. A helmet must be worn during all competition. Helmets must be certified by the manufacturer to meet or exceed the Department of Transportation (DOT) FMVSS 218. The rider's number may be placed on both sides of his helmet (using a contrasting colour) to help scoring. Chin Strap must be done up properly which will result in a stop and go penalty (which is the length of time required to secure it) and possible disqualification. Taking the helmet off at any point while on the race course will result in

automatic disqualification for that moto. An official may stop any questionable chin strap that may be undone at any point and time.

2. Shatterproof goggles must be worn at the beginning of event, including practice.

3. Protective pants made of nylon, leather or other durable material must be worn in all competition.

4. Long sleeve jerseys are to be worn at all times. Short sleeve or sleeveless shirts are prohibited. Chest protectors are strongly encouraged. Shirt must be below elbow to be considered a long sleeve jersey. None compliance will result in disqualification from that moto.

5. When chest protectors and or jerseys are used for rider identification, there must be the rider's number displayed a minimum of eight inches high by one inch wide on the back of jerseys or 5 inches high by one inch wide on the back of chest protectors. The jersey/chest protector and number must be of contrasting colours. AMRA is not assigning numbers. If a conflict arises at an AMRA event one of the riders will be required to run a letter or an X to separate from other same numbered rider.

6. All Professionally ranked riders must have their last name on the back of their riding uniform at the shoulder line with letters no less than 1 ½ inches high. No abbreviations of last names or nicknames will be accepted. If a chest/back protector is worn over the rider's jersey, the rider's name and assigned number must be visible either on the jersey or on the chest/back protector.

7. Rider's number on the back of their jersey/chest protector must coincide with their numbers displayed on their number plates. The number must be a contrasting colour to that of the jersey/chest protector.

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

# CHAPTER 4 OFFICIALS DUTIES AND RESPONSIBILITIES

****Special Note:****

*AMRA does not train or certify officials who preside over AMRA sanctioned competition events. Participants are solely responsible for their own safety.*

## 4A.General Duties

1. The Referee is the principal officer of a meet, acting as general supervisor. He does not, however, carry out the duties of any other official. The Referee must be introduced at the riders' meeting and be available throughout the protest period. It is the Regional Representative's responsibility to appoint a Referee who is well qualified. The Referee may not compete in the event.

2. The Referee's duties are:
    a. To determine if any changes in the course are necessary.
    b. To determine if all other appropriate officials are present and to ensure they are performing their duties properly.
    c. To direct the starter to black flag a rider for any safety reasons, including excessive oil leaking from the motorcycle.
    d. To provide for technical inspection of equipment used by the riders, and to bar any equipment that does not conform to standards.
    e. To receive and decide all protests subject to appeal.
    f. To decide on rider disqualifications, and disqualify any rider who violates any rules of the event.
    g. To explain to riders all starting rules, including the meaning of flags.
    h. To assign Flagmen, as necessary, at various points on the course, and to instruct them of their duties.
    i. To determine whether Scorers, Officials, Flaggers, etc. are in place and ready before starting the meet.
    j. To position riders on the starting line and start races.
    k. In all starts the Referee and/or Official shall have the power to decide what is a fair start. The Official and/or Referee may declare a restart when:
        i. Two or more riders are down in the first lap.
        ii. Conditions occur that endanger the lives of spectators or contestants and the event is not more than 50 percent completed.
        iii. When the referee believes that a rider is not in condition to race the referee may refuse such rider to enter an event until such times as the rider gets a clearance from a doctor stating that the rider is fit to race.

3. The Official's duties are:
    a. To give halfway flags, last lap flags and finish flag.
    b. To flag off the course any disqualified riders, and display any other signal flags as directed by the Referee.
    c. To perform other duties assigned by the Referee.

4. The Clerk of the Course's duties are:
    a. To exhibit a list of all events.
    b. To receive all entries and check the riders' AMRA 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 end of the event.
    e. To perform other duties assigned by the Referee.

# CHAPTER 5 GENERAL OFFENCES AND PENALTIES

This section outlines actions that are deemed to be detrimental to the sport of motorcycle racing and which may result in a range of disciplinary actions. Unless otherwise specifically provided for in these rules, the Referee may disqualify any rider, mechanic or crew member from the balance of a race for violation of these rules, insubordination or other actions deemed in the sole discretion of the Referee to be detrimental to the race and the sport. Such disqualification includes the loss of any rights with regard to the event in question. In addition, the Referee is empowered to levy fines of up to $1,000 and to recommend to the AMRA that a party of parties be suspended from participation in AMRA sanctioned activities. Unless otherwise specifically provided for in these rules, the AMRA is empowered to suspend any rider, mechanic or crew member for a period of one event up to indefinite suspension for violation of these rules, insubordination, or other actions deemed, in the sole discretion of AMRA, to be detrimental to the sport of motorcycle racing.

Any supplemental rules, regulations, instructions or procedures established by the AMRA for the purpose of implementing, interpreting or enforcing these rules will be deemed to be part of the rules.

## 5A. Offences

The following offences will be subject to disciplinary action by the Referee and/or AMRA. This list is provided as guidance to licensed competitors but does not restrict AMRA from invoking penalties for other actions detrimental to the sport which are not specifically contemplated herein.

1. Falsifying one's age or ability to meet any of the various eligibility requirements as set forth by AMRA, or in general, competing or attempting to compete in AMRA sanctioned activities under false pretense will result in disqualification from the event and the series.

2. Giving, or accepting, directly or indirectly, any bribe in any form to any person in an attempt to circumvent AMRA rules or procedures or to otherwise gain an unfair advantage.

3. Refusing to provide a factual statement regarding an item under appeal when requested by AMRA or a party to the appeal; or interfering in any way with AMRA's protest and appeal procedures in order to influence the outcome.

4. Engaging in any unfair practice, misbehavior or action detrimental to the sport of motorcycling in general, whether or not related to a specific competition. This also pertains to mechanics and all pit crew members, which are the responsibility of the rider for the duration of the event (defined as the time of arrival to time of departure from the site).

5. An attack (physical or verbal) or threat on a AMRA official *or a participant / rider* and / or engaging in a fight. This includes any person who attacks or is involved in a confrontation anywhere on the premises prior to, during, or after a AMRA sanctioned race. There will be no maximum fine or suspension period for this offense. A verbal threat or physical attack on a AMRA official by a Mechanic/team manager will result in disqualification of their rider. *An attack by an AMRA official or staff member on a rider will result in immediate sanctions against the official or staff, including immediate suspension and removal from the event, followed by a hearing and resulting sanctions determined by the AMRA Board or, if a conflict of interest might be perceived, an impartial committee chosen by the AMRA Board and approved by the rider who was attacked.*

6. Refusal to submit a machine for inspection. Any rider refusing to immediately surrender his or her machine to the Referee or his designee upon demand, or refusing to allow examination or measurement of a machine's components will be in violation of these rules and will be disqualified from the event.

7. Riders must re-enter the track as close as possible to the point where they exited. If the Referee determines a rider re-entered at a different point and gained an unfair advantage, the rider will be docked the positions gained plus an additional 5-position penalty. If the Referee believes no advantage was gained and there was no malicious intent, no penalty will be applied. The Referee's decision on track re-entry and intent is final.

8. Receiving any form of prohibited outside assistance, except as provided for in these rules.

9. Failing to immediately respond to a black flag or other signals from AMRA officials will result in immediate disqualification from the moto.

10. Failure to attend a rider's meeting at AMRA events is a fine or punishment at the discretion of the Referee or Promoter of the day.

11. Riding at any time against the normal direction of travel will result in a five position penalty at the discretion of the head official.

12. Riding at any time in such a manner as to endanger the life or limb of other riders, officials of the public. This definition would include any action that directly resulted in the injury of another rider. If another rider is injured due to dangerous riding as determined by the referee, the competition committee, or the AMRA Board, the offending rider may be suspended for one or more events, and suspension may be equal to the time the injured rider is unable to compete. The suspension may be determined to be indefinite if the actions of the offending rider are determined to be egregious and the injured rider will never be able to compete again.

13. Causing a race to be stopped. A rider who is judged to be the cause of a red flag may not restart the event in question, except if the red flag is the result of restart due to jumping or riding through a start gate during the start of the race – for this situation a rider may restart the event.

14. Any other act or actions deemed by an event Referee or AMRA to be detrimental to the sport of motorcycle racing and the AMRA.

15. An equipment violation that could potentially or effectively enhance the performance of a motorcycle used in competition.

## 5B. Penalties

1. Unless otherwise stated in this rulebook, at the discretion of the Referee, the following level of disciplinary action may be administered at the event.
    a. Delayed start/stop and go penalty
    b. 5 position penalty.
    c. One lap penalty.
    d. Moto disqualification - total loss of points and prize money for the Moto in which they were disqualified.
    e. Class Disqualification - total loss of points and prize money for the Class in which they were disqualified.
    f. Event disqualification - total loss of points and prize money for the Event in which they were disqualified.
    g. The referee may also recommend initiation of a REVIEW of the incident(s) by the AMRA Board, which may increase the penalty. A rider may also request a review of an incident they were involved in. NOTE: Repeat of same offence by a rider, disciplinary action may be advanced one level at the discretion of the event Referee.

2. The AMRA Board or the AMRA Competition committee can implement a REVIEW any incident they decide contravenes the rules within 1 week of the event, or will implement a REVIEW if requested by the Referee or rider involved in an incident. Their investigation may take up to 1 week, but will be conducted as efficiently as possible. They may use video tape and interviews with pertinent staff, officials and riders. This type of review does not require an initial call by the referee or a complaint by a rider for REVIEW and INVESTIGATION to be implemented. If recommendation is made by the AMRA Competition Committee, the AMRA Board must ratify the decision. If the AMRA Board makes a recommendation, then the AMRA Competition Committee must ratify the decision. The possible recommendations that can be made include:
    a. Moto disqualification - total loss of points and prize money for the Moto in which they were disqualified.
    b. Class Disqualification - total loss of points and prize money for the Class in which they were disqualified.

c. Event disqualification - total loss of points and prize money for the Event in which they were disqualified.
d. Series disqualification - total loss of points and prize money for the Series in which they were disqualified.
e. Season disqualification - total loss of points and prize money for the Series in which they were disqualified.
f. In addition to Event or Series disqualification, the AMRA Board or Competition Committee may institute either or both of:
    i. A fine up to $1000.
    ii. Indefinite Suspension of the Rider

# 7.1 Rule Changes and Amendments

Rules are generally frozen during the race season; however, the **AMRA Board reserves the right to make immediate adjustments between races** if situations arise that are deemed contrary to fairness or threaten a racer's ability to compete fairly.

Outside of these mid-season fairness adjustments, standard rule changes may only occur during a **6-week period** immediately following the end of the race season. During this window, any **Stakeholder**—including Manufacturers, Riders, Team Managers, Track Owners/Operators, and Promoters—may submit proposals to the AMRA Board. The Board will review all submissions, consult with relevant stakeholders, and publish a final decision.

## Emergency Rule Amendments

If an urgent, non-fairness-related emergency rule amendment is required outside of the standard 6-week postseason window, it must follow a strict approval process:

- **All Levels:** Must be approved by both the **AMRA Board** and the **Competition Committee**.

# CHAPTER 6 PROTEST AND APPEALS

## 6A. Protests

1. Any entrant may protest a decision of the Referee regarding matters connected with the running of the event, provided they are directly involved.

2. No protest at racing events will be accepted against a statement of fact that has been personally observed by the Referee or the Official (i.e. false starts/course cutting/dangerous riding/inappropriate entry to or use of the course etc). **Unless granted by the head official.**

3. Protests must be in writing, submitted, signed and delivered by the rider lodging the protest, and handed to the Referee, with fee, if applicable as follows: a) Scoring questions within 30 minutes of the posting of the race in question (no fee necessary)
    a. Rule infractions within 30 minutes of the completion of the race in question $100 fee.
    b. Machine legality (external) – $500 fee. Engine Performance Protests will be conducted by a Red Seal Mechanic appointed by the AMRA Race Director and be limited to confirmation of Engine Displacement.
        i. In the event that an engine protest is made, the AMRA will impound the motorcycle in question until confirmation of displacement. In the event that the motor is deemed illegal, the owner is responsible for all associated fees, up to and including Storage, Transport, Mechanical Evaluation

4. When a protest is not upheld with regard to machine legality, all fees minus a 25% service fee will be given to the owner of the machine.

5. Protest decisions may be appealed to the Region in writing, within 10 day**s** of the event, and accompanied by a $100 fee.
6. All protest, appeal and/or penalty funds for amateur/regional events are to remain with the AMRA Regional representative

## 6B. Appeals

1. Only the rider who filed a protest, the rider protested against, parent if rider is under age of 18 (amateur events only), team manager (recognized manufacturer team) or the referee may file an appeal on any of the following:

2. Decision of the referee on protests
    a. The appeal must be made in writing, accompanied by a $100 fee and filed with the respective recognized region within 10 days after the decision. The appeal will be heard by three people appointed by the region.
    b. Appeals of referee decisions must be sent, along with the appeal fee, to AMRA within 72 hours of the decision.

c. A decision must be rendered within 30 days.

3. Appeals of district decisions (Appeals to AMRA)
    d. The appeal must be in writing, accompanied by a $100 fee and filed with AMRA within 10 days after the decision.
    e. The appeal will be heard by three members of the AMRA staff, three Competition Advisory Committee delegates or any combination of three staff and delegates.
    f. An appeal must be rendered within 30 days.

4. Any fine imposed by a referee, a Regional Representative or AMRA is subject to appeal to the AMRA Board. The appeal must be in writing and sent to the AMRA, accompanied by a $100 fee.

5. All fees will be returned to appealing parties if their appeals are upheld.

6. Regional appeals shall be dealt with by the Regional Competition Committee. This Committee is comprised of a minimum of two to the Region Executive, the Head Referee and Assistant Referee.

7. Regional appeals shall be dealt with by the Regional Competition Committee. This Committee is comprised of a minimum of two to the Region Executive, the Head Referee and Assistant Referee.

8. Decisions of the Region may be further appealed to the AMRA Board in writing, within 10 days of the Region's decision, and accompanied by a $100 fee.

9. Where members of either the AMRA Board, AMRA Competition Committee, Regional Board, or Regional Competition Committee are directly involved in the appeal, they shall disqualify themselves from participating in the decision.

10. The presentation of evidence by video image must be treated with utmost caution. Video images are influenced by choice of lenses and by angle distortions, the effect of which is difficult to evaluate without expert help.
11. An appeal may be lodged to challenge fines, suspensions and technical disqualifications levied by Referees and/or AMRA.

12. Items which may not be appealed:
    a. Disqualifications (procedural).
    b. Protestable items for which no protest was lodged.
    c. Decisions of AMRA officials with respect to the interpretation of AMRA rules as they pertain to race procedures. Such decisions include, but are not limited to, assignment of starting positions; the start of the race; the control of the motorcycles; the decision to delay, stop or shorten a race; the assessment of lap or time penalties; black flag, and disqualifications, whether from a single event or the entire race meet.

d. Decisions of the scorer for an event with respect to scoring or any recheck thereof by the AMRA.
e. 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).