AMERICAN MOTORCYCLIST ASSOCIATION

OFFICIAL 2014 RECREATIONAL ROAD RIDING RULES AND GUIDELINES

13515 Yarmouth Drive • Pickerington, Ohio 43147

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OFFICIAL 2014 ROAD RIDING RULES AND GUIDELINES

AN EXCLUSIVE SERVICE TO MEMBERS OF THE AMERICAN MOTORCYCLIST ASSOCIATION

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AMA NON-DISCRIMINATION POLICY

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

FOREWORD

The American Motorcyclist Association is proud of its long record of achievement as a national organization promoting the sport of motorcycling. To help maintain that record, the Association follows four objectives:

- To foster strong and fair competition
- To provide reasonable rules for various types of competition
- To provide an impartial competition program
- To promote safe competition

Rules directed at, or related to, safety are intended to provide a safe riding environment for participants. However, the AMA does not guarantee the safety of participants if the rules are followed, nor compliance with enforcement of the rules. Moreover, each participant in competition has the responsibility of assessing the safety aspects of facilities and conditions, and must assume the risk of competition. In the event of a protest, judgment will be based on information contained in these rules.

All entrants, club/promoter members and all others associated with AMA-sanctioned meets must not have consumed or be under the influence of any intoxicant or drugs which could affect their normal mental or physical ability. Any such use may not only jeopardize the safety of a meet, but is also considered inconsistent with good sportsmanship and is therefore considered harmful to the sport of motorcycling. No reference to the consumption or serving of alcohol may be used in any advertising or literature for an AMA-sanctioned meet as defined in Chapter 4 of these rules.

Chartered district organizations may submit temporary, locally appropriate supplemental regulations for prior approval by the AMA Organizer Services Department. Supplemental regulations must not be in conflict with national rules and in the event of a protest or appeal, judgment will be based on information contained in the AMA national rules.

These rules are compiled by the AMA Congress during its annual meeting in Columbus, Ohio. If you have any suggestions with regard to any of these rules, please contact the Congress delegates in your district.

USING THESE RULES

This reference guide is intended to give motorcyclists an understanding of the wide variety of competition events available to road riders, and knowledge of the rules that apply to these events. Of special interest are the chapters dealing with definitions, eligibility, equipment, meets, contest rules and national championship events. The following chapters will guide newcomers and veterans alike through the finer points of road riding competition.

This reference also provides clubs and promoters with the information they need to host successful events. In addition to the guidelines mentioned above, organizers should also read and understand those chapters that describe points, protests and offenses, officials' duties and powers and sanctions. An asterisk (*) indicates a change from previous year.

STATEMENT OF RESPONSIBILITY

The following is the AMA statement of responsibility that must be posted in all registration areas at all Road Riding events. Posters may be purchased from the AMA for a nominal fee.

You have voluntarily entered an AMA-sanctioned road riding event. An AMA-sanction indicates that this event is listed in the Association's official calendar and that AMA road riding rules may be used as a guideline. It does not indicate that the facilities or course have been inspected or approved by the American Motorcyclist Association, nor does it indicate that the officials have been trained or accredited by the Association, nor does it indicate that your safety has been warranted by an AMA authority or by the promoter. To some extent, all motor vehicles are inherently dangerous. You should take part in this event based on your own assessment of your abilities. Today's route may traverse public highways and the promoter is not responsible for their condition or the actions of other individuals using the public highways. Regardless of state law, the AMA urges you to wear a helmet and other appropriate safety apparel. The Association also urges you to receive professional instruction before operating a motorcycle. The promoter does not provide medical insurance. We urge you not to operate a motorcycle without personal medical coverage. If you have any doubts at this time about your personal ability to participate in this event, if you have not adequately prepared yourself and your equipment, if you question the condition and safety of local public highways, or if you believe your personal insurance coverages are not adequate to compensate you for any loss that might occur, we urge you to notify the promoter, who will immediately refund your entry fee.

CHAPTER 1 - SANCTIONS

Special Note:

An AMA sanction indicates that the event is listed in the Association's official calendar and that the AMA rules and guidelines apply. It does not indicate that the facilities or course have been inspected or approved by the Association, nor does it indicate that the officials have been trained or accredited by the Association, nor does it indicate that your safety has been warranted by any AMA authority or by the promoter.

For a current listing of AMA policies and requirements for sanctioning AMA events, contact AMA Organizer Services.

I. Application For Sanctions

A. An AMA sanction may be obtained only by an AMA-chartered club or AMA-chartered promotional organization. Individual chapters of multi-chapter organizations must be chartered as individual AMA clubs or promoters before any sanctions can be awarded. Except for meets open only to members of the sponsoring club, all road meets sponsored by AMA clubs or promoters should have an AMA sanction. A properly completed sanction application and proof of the required insurance must be submitted to the AMA before a sanction will be issued. The sanction must not have been withdrawn or cancelled before the meet is run.

1. Violating these provisions can result in the suspension of an organization's charter for the remainder of the calendar year, as well as the loss of all sanctions for a year after the date of suspension.
2. Points are awarded only for meets applied for at the district's annual sanction meeting. However, chartered districts may submit supplements to the AMA concerning additional point-payment needs. Sanction fees must be paid at district sanction meetings for all event dates granted at the meeting.
3. Dual events, such as a poker run and a road run, require dual sanctions. All point-paying events held during a district tour or district rally will be covered by the tour or rally sanction. However, all events offering points must be listed on the sanction application for the tour or rally.
4. Applications for sanctioned district tours and rallies by AMA-chartered clubs/promoters may be submitted to AMA two years in advance of the actual meet year.

B. Sanction application forms are available from the AMA office and must be filled out completely before they are returned.

1. All sanction applications must be received at least 14 days before the date of the meet. Applications arriving less than 14 days before the meet will not be honored.
2. Sanction requests received less than 25 but more than 14 days before the meet must include a double sanction fee and insurance premium payment in full.

3. Two-day meets may be applied for on one sanction application if overall points or awards are based only on both days' competition. Two-day meets with separate points or awards for each day must be applied for on two sanction forms and include a separate fee for each application.

II. Entry blanks and closing times

A. Where applicable, entry blanks must include the printed name and address of the entrant, age, make and model of motorcycle, displacement, class, AMA number and expiration, signature, club affiliation (if any), and acknowledgment of release and parental consent for minors.

B. Unless the pre-entry or advertising materials specify a closing time for the start of an event, the entry closing time will be 1 p.m. for day events and 7 p.m. for nighttime events. Overnight meets may use either as a closing time.

III. Rules Governing Sanctions:

A. Sanctions cannot be transferred or assigned to another organization. No sanction fees will be refunded unless authorized by the AMA. All sanctions must be used during the current year on the date that has been specified or on an approved rescheduled date.

B. Chartered and Non-Chartered Districts:

1. In non-chartered districts, promoters who do not submit official referee reports and membership applications to the AMA within 14 days after the event may lose their privilege to obtain AMA sanctions.

2. In chartered districts, promoters who do not submit official referee reports to the appropriate district official, including a legible front copy of the report and membership applications to the AMA within 14 days following the event may lose their privilege to obtain sanctions.

C. The AMA may refuse to grant a sanction, or may withdraw or cancel a sanction already granted, for any reason the Association believes is in the best interest of the sport.

D. The promoter must exhibit the official AMA sanction certificate and proof of medical insurance (if available) at registration prior to the start of an event.

E. General duties of an event host:

1. Ensure that the AMA statement of responsibility is conspicuously displayed at the registration area.

2. Ensure that all conditions regarding entry appear on advertisements or the entry application.

3. Event hosts should take reasonable and careful precautions to see that the course is properly selected with the safety and well-being of the entrant in mind.

4. Ensure that the following notice is conspicuously displayed at all AMA-sanctioned motorcycle events open to the public: "Spectators

witnessing these events hereby assume all risks for any injuries or damages resulting therefrom."

5. Notify law-enforcement officials about the meet, preferably in writing, and ensure that permission is obtained for the use of any public or private facilities.
6. Ensure that no false or misleading information appears in advertising or in announcements to the press or public.
7. Ensure that all advertising includes the type of meet such as poker run, timed road run, etc.
8. Ensure that all advertisements state "AMA-sanctioned" and include the AMA logo. No advertisement for an AMA-sanctioned event may contain references to non-sanctionable, unsafe or inappropriate activities which may not be covered by the event insurance or which could reflect negatively on the AMA. Final judgment rests with AMA Organizer Services staff. The words "area," "regional," "district," "state championship," "classic" or "national championship" cannot be used without the appropriate sanction and written permission.
9. Ensure that an AMA-approved insurance release is properly signed by every entrant.
10. Ensure that rules relating to safety are followed and that safety is promoted during the event. The AMA does not attend or supervise events and cannot make judgments about an event's safety.

CHAPTER 2 - DEFINITIONS

BUDDY RIDER The operator of a two- or three-wheeled motorcycle carrying a passenger.

CONTESTANT/ENTRANT/RIDER/PASSENGER Any person who has signed an entry form and competes in a meet.

CHARITY RUN A series of games, contests, or events sanctioned by the AMA and conducted according to AMA rules with proceeds (beyond the promoter's expense) going to a charitable organization.

DISTRICT/STATE CHAMPIONSHIP One event per year, as authorized in writing by the chartered district organization or by the AMA if a district organization does not exist. The words "area," "national" "district," "state championship" or "classic" cannot be used without the appropriate sanction or written permission.

EVENT Any one of the motorcycle contests in a meet.

INVITATION-ONLY EVENT Promotional materials specify who is invited.

MANUFACTURER The original manufacturer of the motorcycle (not the distributor).

MEET A motorcycle activity during which one or more events are held.

NON-ROAD When used in conjunction with "chapter," "event," "meet," etc. this term indicates the use of appropriately registered (per local statutes) motorcycles or ATVs on public or private roads, trails or lands in a recreational (non-speed-oriented) manner. Trail Riding is included in this description because of the types of motorcycles/ATVs used.

PASSENGER Any person riding on a motorcycle but not operating it.

PISTON DISPLACEMENT The space covered or volume swept out by the piston during each stroke.

PROMOTER The AMA-chartered club or chartered promotional organization holding, proposing to hold or organizing the meet.

ROAD When used in conjunction with "chapter," "event," "meet," etc. this term indicates the use of registered, street-legal motorcycles on public or private paved and unpaved roads, trails or lands in a recreational (non-speed oriented) manner. Dual Sport and Adventure Riding events are included in this description because of the types of motorcycles used.

ROAD CHAPTER Any chapter chartered with the AMA as a road chapter, or any

chapter that sanctions road riding events.

ROAD CLUB Any club chartered with the AMA as a road club, or any club that sanctions road-riding events.

ROAD ORGANIZATION Any organization chartered with the AMA as a road organization, or any organization that sanctions road-riding events.

SANCTIONED MEETS A series of games, contests or events sanctioned by the AMA and conducted according to AMA rules.

SIDECAR A two-wheeled motorcycle to which is attached a sidecar suspended upon its own wheel, making the vehicle a three-wheeled motorcycle rig.

SOLO RIDER The operator of a two- or three-wheeled motorcycle not carrying a passenger.

SUSPENSION Loss of all rights to compete as an entrant for a stated period.

TRIKE A three-wheeled motorcycle driven by one or more wheels, neither of which follows in the track of the front wheel.

CHAPTER 3 - ENTRANTS AND ELIGIBILITY

Special Notes:

To some extent, all motor vehicles are inherently dangerous. Participants should take part in a motorcycle event based on their own assessment of their abilities. Regardless of state law, the AMA urges all participants to wear a helmet and other appropriate safety apparel. The Association also urges participants to receive professional instruction before operating a motorcycle.

The promoter does not provide medical insurance. The AMA urges a participant not to operate a motorcycle without personal medical coverage.

Any participant who doubts their personal ability to participate in an event, feels they have not adequately prepared themselves and their equipment, questions the condition and safety of local public highways and/or believes his or her personal insurance coverage(s) is not adequate to compensate him or her for any loss that might occur is urged to notify the promoter, who will immediately refund his or her entry fee.

I. General

A. All AMA members must show current proof of membership to participate as AMA members at AMA-sanctioned events. AMA clubs and promoters may allow non-AMA members to participate in AMA-sanctioned events, provided that entry fees, awards, and/or other benefits are structured to encourage AMA membership and that non-members (where the number of entrants permits) are classed in separate award categories. Clubs and promoters are permitted to promote sanctioned road-riding events as “invitation only” provided they adhere to mileage limits and other standard review processes of AMA districts.

B. Events sanctioned under these rules and guidelines are open to all qualified entrants with the exception of invitation-only events.

C. Motorcycles/ATVs participating in AMA-sanctioned events must conform to the motor vehicle code of the state in which the vehicle is registered.

D. No entrant under the legal age of majority in his or her state may compete without first having his or her parents or guardian sign a written consent form in the presence of an unrelated adult witness. All original signed releases and written consent forms must be forwarded to the AMA immediately following the meet along with the referee and/or the injury report.

E. All entrants and other participants must assess for themselves the course, facilities, existing conditions and other matters relating to safety. The AMA cannot and does not supervise any competition. All entrants and other participants must rely on their own judgment and assume all risks of participation.

F. AMA pins, patches, etc., supplied by the Association at sanctioned events may be given or sold only to AMA members who show a current membership card.

II. Entrants and Classifications

A. Entrant classifications include:

1. Buddy Rider
2. Solo Rider
3. Passenger

B. At the discretion of chartered AMA districts and within the limits of Chapter 7, entrant classifications and engine displacement classifications may be combined—but not revised—to reflect district needs and make competition even. If entrant classifications have not been established by the chartered district organization, the referee at any event may set classifications based on current circumstances. Any such classifications, however, must be based on reasonable qualifications as established by the event host.

C. All meets must be run without regard to the sex of an entrant.

III. Entries

A. All entry forms must be signed in ink by contestants.

B. No more than one motorcycle may be registered on any entry form.

C. An advance closing date may be set by the promoter. Post-dated entries, with a higher entry fee, may or may not be accepted.

D. Entrants may be removed from a meet for violating the rules of conduct. However, promoters and chartered districts do not have the authority to issue ongoing suspensions of AMA riders.

CHAPTER 4 - DESCRIPTION AND GUIDELINES OF MEETS

Special Note:

AMA-sanctioned meets may use routes traversing public highways. The promoter is not responsible for the condition of these routes or for the actions of any individuals using the public highway.

I. Riding Events

A. Bike Blessing

A general type of road event, usually held near the beginning of the riding season, which includes some type of religious ceremony to “bless” the bikes and riders for the upcoming year.

B. Bingo Run

Similar to a poker run, each bingo run rider is given a bingo check card. At first check “B” the rider picks any number from 1 to 15 and the checker writes that number on the rider’s card and initials it. At the other four checks the same procedure is followed except that at the “I” (second) checkpoint, the rider picks numbers from 16 to 30, the “N” (third) from 31 to 45, the “G” (fourth) from 46 to 60, and the “O”(fifth) from 61 to 75. At check-in at the end of the run, the riders’ chosen numbers are recorded in the same manner in which cards are now recorded in poker runs and the check cards are then returned to the riders. After the finish deadline, a regular bingo game is played with the first bingo awarded high point and each following bingo awarded a class trophy until all awards are given. If there is a tie (i.e., for second in a class), second and third awards are put aside and the two riders pick an uncalled number. The first rider whose number comes up is second and the other is third. If in the meantime another rider in the class has bingo, they are fourth. As each bingo is called the promoter should check that the numbers are the rider’s numbers and have been called (just as in a regular bingo game). Do not clear the call board after each bingo. Any bingo set numbers apparatus may be used to choose the numbers and any master board will work fine.

C. Bonus Hunt

A bonus hunt may be held as a single event or combined with or run as part of any other type of road ride described in this chapter. It may be held on- or off-road or on a combination of surfaces. Organizers may require participants to meet certain prerequisites in order to compete for bonus points (for example, participants may have to complete other events or use specific equipment).

Participants are given a general route outline and a list of several bonus locations or activities by the event organizer and may be required to start or finish at a designated point. The method of validation of these bonuses is at the organizer’s discretion.

Participants may compete for bonus points individually or in teams,

as directed by the organizer. Bonus points will not be awarded for illegal activities (e.g. speeding, trespassing) nor for unsafe riding behavior. Points may be awarded for overall mileage covered during event as long as participants are encouraged to observe legal speed limits at all times and points are also given for rest periods during the event.

Note: Events lasting more than 12 hours will be sanctioned under the “Two or more Days” designation on the AMA Recreational Riding Sanction.

D. Carnival Run

A carnival run is similar to a poker run except carnival games are played at each stop determine scores.

E. Dice Run

A dice run is similar to a poker run except that dice are rolled at each stop instead of picking playing cards.

F. Charity Run - A series of games, contests, or events sanctioned by the AMA and conducted according to AMA rules with proceeds (beyond the promoter’s expense) going to a charitable organization.

G. District Tour and District Rally

1. A district tour should be a district’s best-organized and most prestigious event of the year. The tour or rally should span at least a weekend and contain multiple activities and events.
2. Each district will be allotted one meet per year that can qualify for district tour status and receive district tour awards. Each district may also be allowed one district rally per year. The district rally cannot be sponsored by the same club or promoter that hosts the district tour, unless no other organizer applies for the district rally before or during the annual sanction meeting.
3. Multiple events may be included in the district tour or district rally sanction. However, each separate event must be listed on the application for the meet.
4. Road clubs represented at the annual sanction meeting will select the sponsor of the next district tour or district rally by popular vote, with one vote per club. In case of a tie vote, both clubs will submit a written proposal to the AMA District Tour Review Board, which will decide who will receive the sanction based on the presentations submitted. The District Tour Review Board will be made up of AMA Organizer Services staff and other AMA staff as needed.
5. Protests of the awarding of a district tour must be made in writing to the District Tour Review Board and sent in care of AMA Organizer Services. The protest must provide convincing evidence why the tour should not be awarded and must be accompanied by a $25 fee. This fee will be returned if the protest is upheld.
6. The AMA staff will discourage district tours on the same dates in

adjoining districts, and will act as mediators in resolving any conflicts arising therefrom.

H. Egg Hunt

1. Colored eggs or similar objects are hidden throughout a field or wooded area. Point values are established for each color, and those values are made available to entrants.
2. All entrants are assigned numbers and divided into classes (described in Chapter 7 C).
3. At the referee's signal, contestants begin looking for eggs, never losing physical contact with the motorcycle. Each egg must be carried individually to the start/finish for deposit. At the end of the allotted time, scores are tabulated and winners posted.
4. An entrant will be disqualified by the referee for assisting another competitor, or for being assisted by another competitor or spectator. Anyone who transports more than one egg at a time to the start/finish area also will be disqualified.

I. Field Meet

A field meet is divided into many contests that test the entrant's skill in handling a motorcycle. Contests relying on speed alone are to be avoided by the promoter. Games or contests may include: ride the plank, bicycle tire toss, figure eight, backward push, barrel push, balloon bust, etc. Games for two persons on a motorcycle include: potato sack race and ride, apple dunk, nail drive and ride, finding the motorcycle while blindfolded, etc. A person may operate the motorcycle in one event and be a passenger in another at the discretion of the promoter and when posted prior to the meet. An ATV field meet is conducted one vehicle at a time, and may include the following: Barrel Race, Key Hole, Phone Book, Barrel Push, Mud Pit or Terrain Challenge.

J. Fun Run

A motorcycle road run that may or may not be led, in which riders leave from a departure point. Riders may return to the beginning in a loop, or may ride to a different destination. The purpose of this run is to enjoy fellowship among riders and enjoy the sport of motorcycling. Fun Runs may or may not be charity-based or have a stated goal.

K. Grand Tour

1. Checkpoints will be accessible by motorcycle.
2. The event will be held over a specified period of time during the calendar year, as designated by the promoter.
3. A log of designated checkpoints with validation information will be provided by the event promoter.
4. At each check point, the log will be validated.
5. Awards will be based on the number of checkpoints validated by each entrant.

6. Awards should be structured to benefit the AMA entrant.
7. A Grand Tour may be included in the AMA Premier Touring Series.
8. A National Tour may be organized by the AMA or another chartered organization designated by the AMA.
9. A Grand Tour may cover more than one district.
10. The road clubs and promoters present or represented at the annual sanction meeting will select the organizer of the next District Grand Tour. This will be done by a popular vote of one vote per road club or promoter.

L. Gypsy Tour

A Gypsy Tour is a day-long or overnight meet involving a ride from a designated starting point to a point of interest or to a destination such as a campground, national monument, motorcycle meet or cookout. Multiple events may be included in the Gypsy Tour sanction. Often, another sanctioned meet takes place at the Gypsy Tour destination, such as a field meet or an amateur or professional race. A Gypsy Tour need not have winners per se, but Gypsy Tour awards must be given to all AMA members who participate.

M. Lime Run

1. Lime splotches are used to mark a route, and winners are determined both by coming closest to the actual number of splotches and based on a secret key time established by the layout crew. Checkpoints are located along the road, and a contestant's time will be measured against an average speed determined by the promoting organization.
2. Lime marks are placed indiscriminately along the route, except for intersections. Splotches are placed before an intersection to mark a turn, and another splotch must be placed within a quarter-mile after a turn as confirmation. Two splotches close together indicate "no turn" at an intersection. Splotches also must appear no farther than two miles apart where there are no intersections or other changes.
3. The use of marking material shall be in accordance with applicable city, state, federal and EPA regulations.

N. Map Run

This event tests a rider's map-reading ability. Just prior to departure, each contestant is provided with a map of the route. Winners are those riders who come closest to a secret "key time" established by the organizer.

O. Midnight Run

This is a run that begins at midnight.

P. Mystery Run

During this event, contestants follow the road captain of the promoting club or a designated guide to the final destination. The road captain is the only one who knows where the run ends.

Q. Observation Run/Quiz Run

This ride is a test of the rider's observation skills. Question sheets may be given out prior to or after the conclusion of the ride. Answers must be posted prior to the presentation of awards.

*R. On-Street Coaching Seminar/Tour:

1. A riding skills and techniques seminar or tour designed to enhance rider enjoyment and safety through road riding strategies coaching.

2. Must have a documented curriculum or syllabus of skills-enhancing exercises/scenarios to be covered during seminar/tour. Curriculum/syllabus must provide for practical (riding) as well as non-riding coaching and critique.

3. Riding coaches must be trained in methods to communicate and demonstrate skills and techniques from curriculum or syllabus as approved by Chartered Organizer. Ratio of participants to coaches must allow for safe monitoring of participants at all times. Organizer must comply with all state and local laws.

4. Seminar/Tour must require AMA membership or participant fee structure must provide discount for AMA members.

S. Poker Run

1. At established checkpoints along the course, entrants draw sealed envelopes containing playing cards, pickup slips or markers distinctive to each checkpoint and exchange them for a poker hand at the finish. Only the original or first poker hand counts towards district points. Winners are based on the best five-card poker hand. Any variation of poker games may be used, but the rules must be announced before the first contestant begins the run. Entrants may not purchase extra cards or extra hands to improve their chances of winning, unless the proceeds go to a charitable recipient.
2. Classes for poker runs are the same as those outlined in Chapter 7, Section A.
3. The course must be at least 30 miles long and have three or more checkpoints on the route. The course can be marked with lime splotches, or contestants may use route cards, maps or gimmick clues. The method of indicating the route must be explained at an entrants' meeting prior to the start of the event.
4. Checkpoints should be located on the right side of and off the route. Each checkpoint should be able to accommodate 10-15 motorcycles at one time. The checkpoints must be identified with clearly visible markers such as flags, signs or time marks located at least 100 feet prior to the check. The method of marking checkpoints must be explained to contestants prior to the start of the event.

T. Reliability Run

A reliability run takes place over highways, secondary roads, backwoods, dirt roads and other types of terrain suitable to the type of motorcycle for which the event is intended. Prominent permanent landmarks (public buildings, railroad crossings, etc.) and official route numbers (Road) may be used to mark the course and annotated route cards/sheets.

1. Checkpoints, gas stops, known controls and gas available are to be determined and established by the organizer.
2. Timing devices are generally limited to electric or mechanical watches. Unless all participants in a class are so equipped, the use of any type of computer or two-way radio is prohibited.

U. Road Rally

A rally is a day-long or overnight meet held at a single location. Multiple events may be included in a road rally.

V. Road Enduro (Timed Road Run)

This event is based on contestants maintaining a specified time schedule where speed is not a determining factor. A series of checkpoints are used to collect entrants' times along the route. The course, described on a route card, may include little-used roads, highways and any other terrain as selected by the organizer for the specific mode of travel. (If private property is used, written permission must be obtained from the owner or lessee.)

Road enduros cannot encompass more than 12 hours of continuous riding, with a minimum of two scheduled stops of at least 30 minutes each. Each 12-hour riding session shall be followed by a mandatory 8-hour scheduled rest stop. In any 24-hour meet, there must be at least two scheduled stops of at least 30 minutes each. A 24-hour meet is considered a two-day run. The course must be laid out and the time schedule established in compliance with all local and state laws, including speed limits.

1. General

a. Those who actually lay out the course are prohibited from competing. Entrants will be disqualified for riding the course before the event.

b. Participants must comply with all local and state laws, including speed limits.

c. The course must be traveled under the power of the motorcycle or the entrant's own muscular energy. Towing and/or any organized repair service is prohibited, except at scheduled controls and rest periods. Violations will result in disqualification. Entrants may assist one another on any part of the course, provided that they are still contesting the event.

d. Route cards will be given to entrants no less than one hour before

the start. The card will provide the key time for the start and for all known controls, as well as the exact mileage and schedule in miles per hour between such controls. The route card also will list the exact mileage between turns and the direction of each turn. It should indicate by mileage an official gas stop as well as “gasoline available” locations.

e. The starting order may be determined either by the order in which entries are received or by a drawing. The method by which the order is chosen must appear on the entry blank. At the starting time, which is one minute after the printed key time, the starter will send off one rider every minute. If there are more than 100 competitors, more than one may be started every minute.

f. An entrant who leaves the marked course may continue in the meet only by returning at the point where he or she left the course.

g. If motorcycles are to be sealed throughout the meet, the sealing must be done by officials at the starting control and removed only by officials at the finish control.

h. Teams, if they are recognized by the promoter, are made up of three entrants (excluding passengers.) A club team consists of three entrants who are members of an AMA-chartered club. Each entrant may compete as part of only one team.

2. Checkpoints

a. Checkpoints must be conspicuously marked and easily visible. If conditions are such that contestants may not see a check in time, it must be marked in a way that will provide reasonable advance warning. Checkpoints and controls must be located where contestants will not be needlessly delayed by traffic lights, speed limits or congestion.

Checkpoint Definitions:

Known Control- a checkpoint whose location is known to all participants

Secret Check- an unknown timed checkpoint

Emergency Check-the same as a secret check, except that minutes and seconds are recorded and used for breaking ties

Observed Check- an unknown checkpoint where no penalty for time shall be recorded.

b. If flags are used at checkpoints:

Known control- yellow

Secret check- red and white diagonal

Observation check- white

Emergency check- green and white diagonal

Flags must measure no less than 18 inches. All flags must be conspicuously placed and will designate the exact checking point.

Checking time will be taken the instant the motorcycle's front wheel arrives opposite the flag.

c. The finish may or may not be a known control. However, rest stops or gas stops must be known controls. It is up to the promoter to decide whether or not checks are known controls.

d. Checkpoints cannot be more than 40 miles apart. Secret checks must not be less than 5 miles from any known or secret control or check. If the meet covers 100 miles or less, the minimum distance from other checks will be 3 miles.

e. Each check must be manned by a member of the promoting organization or an authorized representative. This person marks the time on the checking sheets and signs the route cards or receipts for entrants. It is the entrant's obligation to make sure the official signs the checking sheet. Entrants are not permitted to mark their own times or signatures on the checking sheets.

f. All checks are to be opened before the first contestant is due, and remain open until one hour, 59 seconds after the last entrant was to have arrived. If more than 50 percent of the entrants still in contention at the previous checkpoint reached a check station that is in question, then the questioned checkpoint will be declared official.

g. The mileage at any check may be computed from the last known control and the time may be computed to an even minute. An entrant arriving within 59 seconds after the even minute shall be recorded as having arrived on the even minute. Contestants may not stop within sight of the check; those who do will have their time taken when they stop moving forward. Putting one's foot down does not indicate the point of timing, but time will be taken if the entrant zig-zags or paddles to stall time.

h. Emergency checks are used to break tie scores. The time to an emergency check must be computed to an even minute. Time at an emergency check is recorded in seconds. When contestants' scores are tied, the rider checking closest to 30 seconds within the minute due wins the tie. If more than one emergency check is used, the total emergency points lost will be used to determine the winner of a tie score. If a tie continues, the emergency check closest to the end of the run will be used as the tie breaker. Emergency checks may also be secret checks, but in any case an emergency check must be marked by a green and white diagonal flag.

3. Scoring

a. Riders are scored on a points-lost basis, with the best score a zero.

b. Entrants whose check cards are not properly filled out will have 24 penalty points deducted.

c. Entrants are penalized one point for every minute they are late

leaving the starting control. Because of traffic or other conditions, final scoring may be taken at a secret check prior to the finish control. In such a situation, there will be no scoring from that point to the finish, but each entrant must reach the finish control to complete the course.

d. Entrants are penalized one point for every minute they are late arriving at a known control. An entrant leaving a known control before their scheduled departure time will be penalized 2 points for each minute he or she is ahead of schedule. There is no penalty for arriving early at a known control, unless the entrant is more than 15 minutes early.

e. At emergency checks, entrants are penalized one point for each second they arrive early or late.

f. At secret checks, entrants are penalized two points per minute for arriving early, and one point per minute for arriving late.

g. No penalties are assessed at observation checks. However, at any check station, if the entrant is more than 15 minutes ahead of their schedule, more than one hour, 59 seconds late or has cut the course, he or she will be disqualified at that point. However, the entrant will still be credited with the mileage to the last timed section and is eligible for awards on that basis.

h. Results must be posted for at least one-half hour before they become official.

i. Timing devices are limited to mechanical or electric watches only. Electronic or mechanical computers or two-way radios are not allowed. However, event organizers may also offer “computer” classes for riders using computing, global positioning and communications systems.

W. Road Run

A single- or multiday organized ride or tour that may cover several states.

*X. Rodeos - Closed Course Motorcycle Skills Competitions

1. A non-speed related rider skills competition held on a closed course. Differs from traditional Field Meet riding competition in that events must be held on paved/prepared surface and riders will be challenged with multiple slow-speed and precision exercises where scores may be used as part of a larger, overall ranking/score.

2. Points may be objectively assessed for riders removing their foot/feet from motorcycle pegs, exiting course boundaries, touching markers/cones, incorrectly navigating course, or any other infraction as determined by the judges. Riders may also be judged on apparent skill, smoothness of operation, or other subjective criteria.

3. Spectator viewing areas must be well-marked and a safe distance from riding exercises. Organizer must take precautions to ensure no foot or motor traffic can infringe on riding area during skills competition.

Y. Scavenger Hunt

Contestants are provided with a list of difficult-to-find items, none of which should be available for purchase. Examples of items include a flat rock, ear of corn, gray feather, live minnow or canceled postage stamp. Each item is assigned a point value. Each contestant is given a list of items to be scavenged, and an amount of time is announced for the hunt. Winners are determined in each class by totaling the point values of the items scavenged which are validated by the promoter.

Z. Toy Run

Contestants must provide a toy which will be donated to a charitable organization.

AA. Turkey Run

This event is held around the Thanksgiving holiday season. Instead of trophies/awards, gift certificates for turkeys, turkey dinners, etc. may be awarded.

AB. Vintage MOTOGIRO

A MOTOGIRO is a road “enduro” type of event for vintage motorcycles and scooters manufactured prior to 1968 with less than 350cc displacement. It is a non-speed event over a prescribed route with a pre-set average mile per hour speed limit that is very low. The route may be comprised of both public and private roads with a total distance of no less than 150 miles for the event. MOTOGIRO events and classes may be conducted outside the pre-1968 “vintage” and displacement format at the discretion of the organizer. However, the other timing and event rules should apply.

1. Vintage Classes

   Vintage motorcycle and scooters may be broken into the following displacement and grouping classes for scoring: 65CC; 125CC; 200CC; 250CC; 305CC; 350CC; scooter, sidecar.

2. Starting Order

   The starting order is set by the order of registration or the class entered. Motorcycles and scooters will depart in numerical order at 30-second intervals. Entrants will receive a starting signal for departure at their assigned time. In that assigned 30-second interval, the entrant must start his or her motorcycle or scooter and depart the starting area. Any entrant who arrives late for his or her scheduled departure will receive a penalty for each minute of delay up to a maximum of 20 minutes. Once this time is exceeded, the fixed penalty (120 minutes) will be applied. This penalty will be carried through to the end of the section. Participants should depart in their assigned times in subsequent sections.

3. Time Cards and Controls

   At the beginning of each day, an entrant will be given a time card

with the following information:

- Entrant's number
- Class entered
- Entrant's specific STARTING and ENDING times for each section
- Blank spaces for transit stamps
- Approximate distances between check points

Each participant is responsible for and required to carry his or her own time card throughout the sections and present it at the Stamp Checks (SC) or Time Checks (TC). The route indicated on the route sheet must be followed at all times. All Stamp Checks (SC) and Time Checks (TC) must be passed through. Deviation from the assigned route or missing checks will receive the fixed penalty of 120 minutes. Any participant who is found to have altered or falsified his or her time card will be disqualified. Any entrant who loses a time card should ask for a replacement at the next checkpoint. In that case, the entrant will only be classified in that day's sections if it is possible for the officials to reconstruct the his or her missing timings and stamps, and he or she will incur an additional one second penalty. If it is impossible to reconstruct the entrant's timings, the fixed penalty will be assigned. There will be a minimum of two sections per day and a lunch break of one hour minimum.

4. Ability Tests

Ability Tests will be set up along the route to test the rider's ability to cover a prescribed distance in a predetermined amount of time. Timing should be done electronically and calculated to at least 1/100th of a second. (1/1000 of a second timing is preferred, if possible) Ability tests are not speed tests but rather are a test of the participant's ability to ride slowly through a defined course that does not exceed 60 meters without incurring additional penalties. When it is a participant's turn to take the ability test, he or she should enter the holding area on his or her motorcycle or scooter to prepare for the trial. The holding area is the area before the white flag. When indicated, the participant should enter the start zone – (the area between the white and yellow flags). The official will then signal to the participant to begin the test. The test area (non-stop zone) is the area between the yellow flag and the white line across the road where the timing beam is placed. The non-stop test distance must be traversed as closely as possible to the set time (i.e..... 60m in 20 seconds). The test ends when the participant crosses the second timing beam at the end of the non-stop test zone (marked by cones or a white line). Once in the non-stop test zone, it is prohibited to stop the bike, reverse direction, put the feet on the ground, go out of bounds or touch any external object for support. Zigzagging is permitted in order to cross the finish line (break the beam) in the set time. Ability tests may be set up either in a straight line or through a slalom. Cones will mark the course for slalom tests. It is permissible and may

be appropriate to alter the established motorcycle and scooter ability test to accommodate sidecar entries. Ability tests will generally follow closely after a Start of a Section (SOS) and after an End of a Section (EOS). There will be a minimum of three timed ability tests per day.

5. Ability Test Penalties

   a. One foot on the ground - 1/2 second

   b. Both feet on the ground - 1 second

   c. U turn / direction change - 10 seconds

   d. Stopping the bike (engine off) - 10 seconds

   e. Using external objects for support - 10 seconds

   f. For every slalom cone knocked over - 1 second

   g. Complete avoidance of the slalom - 10 seconds

   h. Partial avoidance of the slalom - 5 seconds

   i. Travel out of bounds - 10 Seconds

   While participating in ability tests, (other than the rider counting to him/herself) the following rules apply for devices used by the rider to measure time: 1. Mechanical watches and simple digital chronometers may be used. 2. Any countdown timer is prohibited. 3. All acoustic, light emitting or vibrating signal devices are prohibited devices deemed unsuitable for use in the ability test by the supervising official must be removed or disabled. Participants unwilling to abide by the official's requests will receive the maximum penalty points for that test.

6. Exclusions from Classification

   In the following circumstances, competitors may be excluded from daily classifications or receive the fixed penalties for each violation. 1) One or more time stamps missing from Time Card. 2) Loss of the time card (unless officials are able to accurately reconstruct the participant's missed timings). In these cases, participants may continue the next section, but with a fixed penalty (120 minutes) applied.

7. Check Points

   a. The checkpoints must be clearly marked.

   b. Stamp Checks (SC) are simply a means of assuring that the participant stays on the prescribed route. Stamp checks (SC) are not timed. Participants do not have to worry about crossing the Stamp Check (SC) at a correct time.

   c. Time Checks (TC), End of Section (EOS) and Start of Section (SOS) arrival points are clearly marked and should be crossed at the prescribed time. Upon approaching a Time Check (TC), End of Section (EOS) or Start of Section (SOS) point, the participant will find a white flag on the right 100 feet before the control line followed by a yellow flag 30 feet before the control line.

d. The actual Check Point will be a white line or cone at the checkpoint. If a participant arrives early, he or she should wait in the transit area between the white and yellow flags. Once the rider enters the area between the yellow flag and the control line he or she may not stop and has committed to having his or her time recorded by the official. To check the official time, the participant may proceed from the transit area to the control desk on foot.

8. Time Keeping

The Race Officials, using either manual or electronic timers, will measure the time at all checkpoints. Where possible, the use of synchronized atomic time clocks displaying hours, minutes and seconds should be the official time standard. The time in the Ability Test will be measured to a minimum of 1/100 of a second. Times at Time Checks (TC) and End of Section (EOS) will be measured to the 1/2-minute and be recorded on the time card by a synchronized electronic atomic time clock or attendant.

The judgment of the official timekeepers is final and may not be challenged.

9. Penalties

a. Reporting late at the starting line at the beginning of each leg: 60 seconds for each minute late up to 20 minutes.

b. Reporting late at the starting line at the beginning of each leg: more than 20 minutes late: 120 min. / 7200 seconds (Fixed Penalty)

c. Deviation from the official route with the intention of taking a short-cut when noted by an event official: Fixed Penalty

d. Alteration of the time card: Fixed Penalty

e. Failure to pass a time check or stamp check point: 1 second

f. Loss of time card where the reconstruction of official timings and checks are possible: 60 seconds

g. Late or early “checking in” at a Time Check (TC): 60 seconds for each minute over or under accepted margin. There is no allowable margin for an early check in.

h. Failure to respect highway regulations as witnessed by police: possible exclusion.

10. Updated Equipment

a. Modern electronic digital bicycle speedometers may be used.

b. Modern electronic motorcycle enduro equipment, including speedometers, may NOT be used.

c. GPS equipment may NOT be used.

d. Motorcycle enduro roll charts and enduro roll chart holders may be used at the discretion of the event chairperson.

*11. Finishing Positions

Overall finishing position in each class and the event will be determined by totaling all the penalty points the rider has accumulated throughout the event. One second equals one penalty point. The lowest total wins.

***II. Non-Riding Events**

A social event held as a gathering for motorcycle enthusiasts. No riding events may be included. Examples of non-riding events are:

A. Open House—an event typically held at a motorcycle-related business

B. Cruise-in/Bike Night—can be held at any location a promoter designates

C. Swap Meet

D. Bike Show – Bikes are to be judged in their own individual classes with awards to be given to the bikes that place. Classes vary depending upon the type of bike show: vintage, classic or open.

***III. Other Sanctions**

An event not described in this chapter can be considered by the AMA for sanctioning. The promoting organization must include a written description for the proposed event with its sanction application.

CHAPTER 5 - NATIONAL AND REGIONAL MEETS

I. General

A. National and regional road riding events are open to all current AMA members. Entry fee discounts will be extended to those entrants holding a valid membership card. See chapter 3 for general requirements.

B. AMA-chartered clubs and promoters wishing to host an AMA premier or national-level sanctioned recreational riding event must complete and submit an official application to AMA Organizer Services staff by the application cut-off date in the year preceding the event applied for. To aid in event promotion, applications may be submitted, considered and awarded up to two years in advance. Completed applications must be accompanied by the appropriate sanction fee, which will be refunded if the proposal is rejected. Official applications will be mailed to previous national level promoters and clubs, and will be available upon request from AMA Organizer Services.

II. AMA National Road Riding Series Events

A. Grand National Road Riding Convention - AMA staff reserve the right to select one premier- or national- level sanctioned event for special promotional attention. This event will be designated as the AMA Grand National Road Riding Convention. There may be additional organizer requirements for this designation.

B. National Touring Rally - A premier, national level promotional sanction for major events selected by the AMA. The event must primarily be intended to showcase motorcycle riding and touring opportunities in the rally area. A touring rally will provide a selection of guided and/or unguided rides to participants, including but not limited to poker runs, scenic rides and/or dinner/lunch rides. To be selected as a National Touring Rally, an organizer must provide unique motorcycle riding/touring opportunities found only in the rally area. There may be additional organizer requirements for this sanction.

C. National Gypsy Tour - A premier, national-level promotional sanction selected by the AMA for major events. The event must primarily be intended to showcase motorcycle rally activity in an area of some significance to motorcycling. A National Gypsy Tour will provide a destination for motorcyclists to visit with traditional and contemporary rally activities including (but not limited to) a field meet, vendor area, local riding/tours, seminars and motorcycle industry demonstrations. Gypsy Tours organized in conjunction with AMA competition activities will be selected for “national” designation before those that are not. There may be additional organizer requirements for this sanction.

D. National and Regional Road Riding Conventions

1. These are a series of prestigious, well-attended national and regional

meets combining a variety of different events over a period of at least one weekend.

2. AMA regional boundaries may be disregarded when selecting regional conventions if there are no applicants from that region.

E. National Charity Ride - A premier, national level promotional sanction selected by the AMA for major events. The event must primarily be intended to support a national charity or cause and is limited only to AMA-sanctioned activities. There may be additional organizer requirements for this sanction.

F. Signature Event – A premier, national level promotional sanction selected by the AMA for special attention for major regional events. The event must be part of the AMA National Riding Series calendar. There may be additional organizer requirements for this sanction.

G. National and Regional Grand Tours - Road riding events involving one or more riders in a self-directed riding activity under one theme or for a charitable cause spanning more than one week (7 days). This generally involves visiting multiple destinations over the course of the tour. Grand Tour participants may join at any time during the duration, unless event rules specifically state otherwise. All participants must sign an AMA-approved release and Waiver of Responsibility prior to joining a Grand Tour. There may be additional organizer requirements for this sanction.

H. State Rally - An event similar to a Regional Convention, with a local, statewide appeal. The event must include at least one weekend day. There may be additional organizer requirements for this sanction.

I. AMA National Championship Recreational Riding Series - UNDER REVIEW

CHAPTER 6 - CONTEST RULES

Special Note:

Any participant who doubts their personal ability to participate in an event, feels they have not adequately prepared themselves and their equipment, questions the condition and safety of local public highways, believes their personal insurance coverages are not adequate to compensate them for any loss that may occur, are urged to notify the promoter who will immediately refund their entry fee.

I. General Rules

A. Every club, association, promoter, entrant and all other persons participating in, or in any way connected with, any meet is obligated to obey the rules of competition.

B. No gambling is permitted at any AMA-sanctioned meet. It is the duty of the promoter to ensure that this rule is honored.

C. No club may use any facility developed by another club unless permission is granted by the club that developed the facility. In case of a dispute, the matter will be resolved by the AMA.

D. An entrant who uses any motorcycle other than the one entered in the meet will be disqualified. No entrant may enter more than one motorcycle for a meet except to participate in events requiring different classifications or displacements. With the exception of buddy seat or sidecar classes, no motorcycle may be used by more than one contestant during a day's program.

E. At meets where motorcycle classes are based on engine displacement, the following applies: if there are six or more entrants for any class, that class must be run. If there are more than six but fewer than 12 entrants for each of any two consecutive classes, these classes may be run concurrently (for separate trophies.) If there are fewer than six entrants for any class, they will be placed in the next-larger class.

F. To be eligible for awards, an entrant must ride an event in its entirety. No one except those officially entered may ride or practice on any course the day of a meet.

G. If required by the event's rules, an entrant must be ready to be in a designated position. A three-minute grace period will be allowed, after which the entrant will be disqualified from the event.

H. When long-distance trophies are awarded, the entrant riding the greatest distance to the event is given first consideration. Distance will be determined by a mileage chart, or by a straight-line measurement on a map. Specific conditions for the award must be explained on the entry form or event advertisements.

I. Organizations eligible for club awards must be made up of members who live close enough to a club's home community to attend meetings on a regular basis. Regional or national organizations are not eligible for club

awards. A minimum of six club members should participate in an event to qualify for a club trophy or award. The club's members must present a current charter number, valid AMA card and club membership card in their name at the start and finish of the event. All club members counted toward a club award must be on a motorcycle and start the event. Except for intra-club awards, the sponsoring club is not eligible for club awards at a sanctioned event.

J. An entrant whose motorcycle is disabled before reaching the finish point may, by muscular energy, push or carry his or her motorcycle to complete the event. In such a situation, he or she will be considered as having finished the event.

K. If the referee, at his or her sole discretion, shall deem it necessary to halt an event after a time or distance equal to half the total event, the event may be considered completed. Entrants will be scored according to their position or place at that time.

L. Any entrant leaving the course can continue again only from the point where he or she left the course.

M. An entrant may not ride in a way that endangers other entrants, officials or the public.

N. Contestants entering or leaving a closed course must ride in the designated entrance or exit lane. Failure to do so will result in disqualification.

O. Checkpoints, where needed or used in events listed in Chapter IV, shall be identified clearly on the right side of the course by the use of appropriate flags or markers.

II. Scoring

A. If available, all meets will use a scoring system approved by the AMA Congress.

B. An entrant is entitled to examine his or her score card with the clerk, as well as to see how his or her position has been recorded on the roll checks.

C. No official announcement of event winners will be given until all checks have been examined and the clerk has approved the cards. Official results become final if no re-check is requested by an entrant within 30 minutes after the results have been posted.

D. Events that use a question and answer format must post the questions with correct answers along with the results at least 30 minutes before any award presentation.

CHAPTER 7 - POINTS

Points in the AMA Road Rider Division are awarded on the district level based on the following:

A. Events in which the passenger (if there is one) can win the event even if the rider does not, such as a poker run, scavenger hunt or observation run. Points categories include:

   1. Buddy Rider
   2. Solo Rider
   3. Passenger

B. Events in which the passenger (if any) and rider can only win together and engine displacement or motorcycle size is not a determining factor. Examples of competition include reliability run, road enduro, map run, and secret mileage run. The passenger and rider receive equal points. Sidecars and trikes are considered a single category. Points categories include:

   1. Buddy Rider
   2. Solo Rider
   3. Passenger

C. Events in which the passenger (if any) and rider can only win together, and displacement or motorcycle size does affect competition (e.g.,. an egg hunt). Points categories include:

1. 0-250cc	Solo Rider	Buddy Rider	Passenger
2. 251-500cc	Solo Rider	Buddy Rider	Passenger
3. 501-750cc	Solo Rider	Buddy Rider	Passenger
4. 751-1000cc	Solo Rider	Buddy Rider	Passenger
5. Over 1000cc	Solo Rider	Buddy Rider	Passenger

D. Field Meet

   1. 0-500cc Solo Stock Solo Dress 2Up Stock 2Up Dress
   2. 501-999cc Solo Stock Solo Dress 2Up Stock 2Up Dress
   3. 1000cc-Up Solo (any size) 2Up (any size)
   4. Sidecar Solo 2Up
   5. Trike
   6. Dress class includes any motorcycle with, at minimum, a frame-mounted fairing or saddlebags, except sport bikes with factory-equipped, frame-mounted fairings.
   7. Stock class includes motorcycles without frame-mounted fairings or saddlebags. However, sportbikes with factory-equipped, frame-

mounted fairings must compete in the stock class.

8. Displacement classification is determined by the manufacturer's model designation.

E. At the discretion of chartered AMA districts and within the guidelines of the chapter, entrants' classifications may be combined—but not revised—to reflect district needs and to encourage more even competition. If entrant classifications have not been set by the chartered district organization, the referee at any event has the authority to establish classifications to satisfy current circumstances. Any such classifications, however, must be based on reasonable qualifications.

F. The following chart is used to determine points earned. The number at the top of each column represents the range of contestants in each class. The number of entries determines the amount of points awarded through as many as 30 positions.

NUMBER OF AMA PARTICIPANTS IN EACH CLASS

FINISH	1 20	21 30	31 40	41 50	51 60	61 70	71 80	81 90	91 100	101 110	111 120	121 130	131 140	141 150	151 160	161 170	171 180	181 190	191 200	201 Over
1	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110
2	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105
3	9	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100
4	8	9	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95
5	7	8	9	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90
6	6	7	8	9	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85
7	5	6	7	8	9	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80
8	4	5	6	7	8	9	10	15	20	25	30	35	40	45	50	55	60	65	70	75
9	3	4	5	6	7	8	9	10	15	20	25	30	35	40	45	50	55	60	65	70
10	2	3	4	5	6	7	8	9	10	15	20	25	30	35	40	45	50	55	60	65
11	1	2	3	4	5	6	7	8	9	10	15	20	25	30	35	40	45	50	55	60
12	0	1	2	3	4	5	6	7	8	9	10	15	20	25	30	35	40	45	50	55
13	0	0	1	2	3	4	5	6	7	8	9	10	15	20	25	30	35	40	45	50
14	0	0	0	1	2	3	4	5	6	7	8	9	10	15	20	25	30	35	40	45
15	0	0	0	0	1	2	3	4	5	6	7	8	9	10	15	20	25	30	35	40
16	0	0	0	0	0	1	2	3	4	5	6	7	8	9	10	15	20	25	30	35
17	0	0	0	0	0	0	1	2	3	4	5	6	7	8	9	10	15	20	25	30
18	0	0	0	0	0	0	0	1	2	3	4	5	6	7	8	9	10	15	20	25
19	0	0	0	0	0	0	0	0	1	2	3	4	5	6	7	8	9	10	15	20
20	0	0	0	0	0	0	0	0	0	1	2	3	4	5	6	7	8	9	10	15
21	0	0	0	0	0	0	0	0	0	0	1	2	3	4	5	6	7	8	9	10
22	0	0	0	0	0	0	0	0	0	0	0	1	2	3	4	5	6	7	8	9
23	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	4	5	6	7	8
24	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	4	5	6	7
25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	4	5	6
26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	4	5
27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	4
28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

CHAPTER 8 - PROTESTS AND OFFENSES

I. Protests

A. Any entrant may file a protest with the referee concerning motorcycle legality, classification or any other matter relating to the event. The protest must be in writing and accompanied by a protest fee of $10 for each issue under protest. The protest must be given to the referee no later than 30 minutes after results are posted or the awards presented.

B. The referee must issue his or her decision on protests as quickly as possible. If it is not possible to decide the protest immediately, the referee may allow an entrant and motorcycle to compete under protest. However, any prize the entrant may win is withheld pending the outcome of the protest.

C. If the referee decides in favor of the contestant who filed the protest, the he or she will refund the protest fee and forward a written report to the AMA. If the referree decides against the protesting party, then he or she must forward the protest fee along with a written report to the AMA, unless the protest concerns engine displacement. In that case, the protest fee is turned over to the entrant against whom the protest was filed.

   1. The referee has the authority to disqualify entrants as the result of any protest. The disqualification applies only to that event, but may, at the referee's discretion, be extended to any or all events during that meet.

   2. If a protest involving engine displacement is upheld by the referee and the AMA, the entrant will be suspended from competition for at least 30 days, will forfeit any trophies won at the meet and will be fined $25.

   3. An entrant who refuses to allow his or her motorcycle to be examined as a result of a protest must forfeit all trophies won at the meet and will be suspended from competition for at least one year.

D. Once received, a protest cannot be withdrawn without the consent of the referee. Any legitimate expense incurred by the referee as a result of the protest must be paid by the entrant who filed the protest. The referee also may demand a deposit in advance from the protesting party to cover any such expense.

II. Offenses

A. Unless penalties are specifically required as outlined in this chapter, the referee may disqualify any entrant or suspend him for the remainder of the meet for violating these rules of competition, for being overdue at the starting line, for defiance or disobedience or for any other behavior detrimental to the meet. In addition, the referee may fine an entrant from $5 to $10 for each offense.

B. Unless penalties are specifically required as outlined in this chapter, the AMA may suspend any entrant for the actions listed below or for the

intentional violation of any other rules. There are no limits to the length of suspension the AMA may impose, and the AMA also may fine an entrant up to $50 for each offense.

1. Competing under a false name or in any other way attempting to gain an unfair advantage.
2. “Fixing” any meet, or knowingly participating in competition in which the results have been pre-arranged.
3. Bribing or attempting to bribe any official or any person with access to or in charge of a motorcycle.
4. Accepting or offering to accept a bribe from any officials or any person with access to or in charge of a motorcycle.
5. Knowingly entering or starting competition with a motorcycle that has been disqualified.
6. Conspiring with anyone to violate any rules.
7. Altering a motorcycle after it has been inspected and approved.
8. Engaging in any unfair practice, misbehavior or action harmful to the sport of motorcycling, whether relating to competition or not, as determined by the sole discretion of the AMA. Any suspension imposed by the AMA under this section will last no fewer than 15 days for the first offense and at least six months for a second related offense. There will be no opportunity for appeal.

C. Any entrant who is ordered to pay a fine will remain under suspension until that fine is paid to the referee or the AMA. If the referee collects the fine, he or she will forward it to the AMA along with a written report. Any entrant paying a fine is entitled to a receipt.

III. Appeals

Only the entrant who filed a protest, the entrant protested against or the referee may appeal the following matters:

A. Decision of the referee on protests.

1. Such an appeal must be made in writing and filed with the respective chartered district within 10 days after the decision has been made. A $10 fee must accompany the appeal. Appeals of referees’ decisions at national championship meets must be sent directly to the AMA within 72 hours along with a $10 fee.
2. Each appeal will be heard by three persons appointed by the district.
3. A decision must be made within 30 days.

B. Decision of a district on appeal.

1. Such an appeal must be in writing and filed with the AMA within 10 days after the decision has been made. A $10 fee must accompany the appeal.
2. Each appeal will be heard by three AMA staff members.
3. A decision must be made within 30 days. The decision may be

appealed to the AMA Congress at its annual meeting, and its decision will be final.

C. Any fine imposed by a referee or the AMA can be appealed to the Road Division of AMA Congress as recommended by the appropriate committee. This appeal must be in writing and must be forwarded to the AMA along with a $5 fee.

D. When an appeal is upheld, all fees will be returned to those who filed the appeal, and fees will then be collected from the losing party.

IV. Reinstatements

Any entrant who is not under suspension or otherwise disqualified by these rules may be reinstated by the AMA Congress.

CHAPTER 9
OFFICIALS DUTIES AND POWERS

All members of AMA clubs who are eligible to hold office and vote in club affairs must also be members in good standing of the AMA.

I. Road Captain

The duties of the road captain are to plan all club tours, runs and activities; to stimulate interest in club activities; to assist in club socials, parties and other functions; to enforce all rules of group riding; and to select an assistant to help with special tasks.

II. Referee

A. The referee is the official-in-charge in any meet, and acts as general supervisor. He or she should not, however, attempt to carry out the duties of other meet officials. The promoting organization elects or appoints the referee.

B. It is the referee's responsibility to:

1. Determine if any changes in a meet's program are necessary.
2. Receive and decide protests.
3. Disqualify entrants who violate any rules of the meet or of the AMA.
4. Forward a written report to the AMA, providing details about the meet. The report must be received within 14 days after the meet.

III. Starter

A. The starter is in charge of starting procedures at events requiring formal starts.

B. The starter's duties are to:

1. Notify entrants of the official starting times.
2. Prepare a formal starting area.
3. Display the proper starting signals for the event.
4. Perform any other tasks assigned by the road captain or referee.

IV. Clerk

The Clerk must:

A. Exhibit a list of all events.

B. Receive entries and registrations for all entrants.

C. Determine entrant classification and place entrants in the proper events.

D. Keep a complete record of winners and placement of all entrants in each event, turning all records over to the referee at the conclusion of the meet.

E. Notify all entrants of their starting times and positions.

V. Timer - to be used if necessary to keep time at an event.

VI. Judges and Umpires

A. Judges may be assigned by the referee to decide the outcome of any event.

B. Umpires may be assigned by the referee to oversee a meet and report any infractions to the referee.