Welcome to AMA Class "B" Off-Road Racing Referee Training

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AMA "B" Off-Road Racing Referee Training

This next level of Referee Training is available to AMA members who have successfully completed the "C" Level Referee Training. Referee B training will focus on the rules that apply to specific racing disciplines.

You will have a greater understanding of how to interpret and apply the rules in a fair and consistent manner. The first rule of being a professional is to always have a rulebook and any supplemental rules for the meet with you and refer to them before making any type of ruling.

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Amateur Riders and Classifications:

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

Youth Rider Classifications:

A rider's age on Jan. 1 will determine their age for remainder of the year. A rider may move to the next higher age class in the Youth Division only if they will be eligible to do so at any time during the year. Once a rider moves to the next higher age class in AMA or non-AMA competition, they may not move back to the lower age class.

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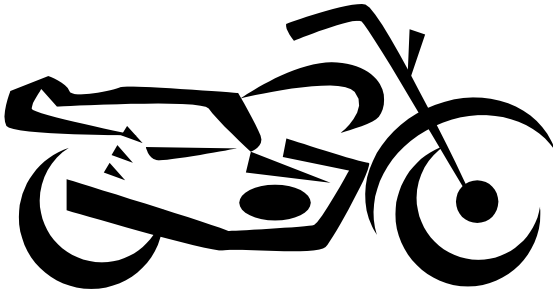
General Equipment Standards

- Equipment used in sanctioned competition must meet certain standards, as specifically provided for in this rule book.

- Refer to Equipment Section in the rulebook.

- Always carry our rulebook with you.



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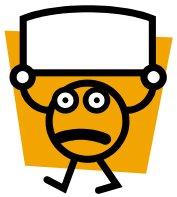
Protests

There are three types of protests:

- Visual protests relate to motorcycles and components where compliance or noncompliance can be confirmed visually.

- Technical protests relate to motorcycles and components where some type of measuring device or teardown procedure is needed to confirm compliance or noncompliance with the rules.

- All other protests will be defined as administrative.



- For each protest, $50 per item or component protested.

- In addition to the protest fee(s), the following teardown fees will apply for a technical protest requiring measurement or teardown of an engine:
  2-stroke: $100.
  4-stroke: $250.
  An additional $100 is required for measurement of any engine that must be removed from the frame for inspection.

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Officials Duties and Responsibilities

Referee:

The referee is the principal officer of a meet, acting as general supervisor. He doesn't, 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 promoter's responsibility to appoint a referee who is well qualified. The event referee may not compete in the meet.

The referee's duties are:

-To determine if all other appropriate officials are present and to ensure they are performing their duties properly.

- To make a full written report about the meet and forward it to the AMA with properly signed releases within 14 days after the meet and to the appropriate district official if so required.

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Officials Duties and Responsibilities

Organizer:

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

- It is the sole responsibility of the promoter to ensure compliance with all rules relating or directed to safety and to otherwise act to promote the safety of the meet.

- It's the sole responsibility of the promoter to purchase the required liability insurance.

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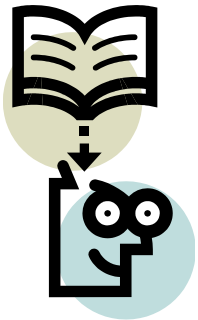
AMA "B" Referee Training

Decisions and applying the rulebook: It is far better to delay making a decision until you have talked to all parties involved and gathered any information needed to make a solid, informed decision. A decision made in haste is usually not a good decision.

Answers to all of the questions are available in the AMA Racing rulebook. We do not want or expect you to remember all of the rules, but rather that you know where to look for them in the rulebook.



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Referee Responsibilities and Duties

- **Riders and Eligibility**
  - Youth
  - Eligibility
  - Classifications
  - ATV

  Equipment
  - Standards
  - Safety
  - ATV

  Meets
  - Youth / Classes
  - Enduro
  - Hare Scrambles
  - Hare & Hound
  - Trials
  - ATV
- **Protests**
- **Officials Duties and Responsibilities**
- **Promoter Duties and Responsibilities**

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Off Road Meets

- In a traditional time-keeping **Enduro**, riders leave together in groups or rows, and each row starts at a certain minute. The object of the event is to arrive at pre-defined locations according to a strict schedule. Early or late arrivals result in the riders' scores being penalized.
- Throughout a day there will also be allocated periods for re-fuelling and servicing the machine. Penalties apply for not meeting defined times or for outside-assistance when not permitted.

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Off Road Meets

A **Restart Enduro** uses "transfer sections" to get you from one "points taking" section to another. These are essentially "free time" sections in which there cannot be a check. If you took your route sheet from your last Enduro and changed the secret checks that were placed at the beginning of a points taking section to “start controls” you have the restart format.

Random secret checks will not be used in a restart format, because the riders will be able to transfer from the previous out-check to the next start control without having to keep time. Enduros have emergency checks coming out of the points taking sections, observation checks, and speed changes if needed to adjust for the terrain.

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Off Road Meets

A **Hare and Hound** is held on a marked course over natural terrain. Unlike an enduro, no time schedule is used. The course may be laid out as a point-to-point event, or run on at least two loops (with the majority of each loop used only once). It is a start-to-finish race, so the midpoint pitstop is made as quickly as possible in order to minimize downtime. Each loop must be at least 30 miles in length. In either case, the total distance covered must be at least 60 miles.

Pre-running the course is not allowed, and many sections are brand new, so that the first rider only has a series of arrowed stakes to lead the way, making that person the "hare" and everyone else is the "hound" following the newly-created path.

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Off Road Meets

Hare Scrambles can vary in length and time with the contestants completing multiple laps around a marked course through wooded or other rugged natural terrain. The overall winner is the contestant who maintains the highest speed throughout the event.

The terrain chosen for these events is wooded and fairly rugged in order to test the riders' skills and endurance. The majority of the course consists of a wooded, single and double width trail, with occasional pasture and sand crossings. An event may incorporate a short portion of a pre-existing MX track. The natural terrain tests the riders' abilities to navigate through obstacles such as creek beds, logs, hills, mud, rocks and ruts. The course should be between 2 1/2- and 40-miles long.

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Off Road Meets

Mud & Snow Scrambles: The course shall be a closed course of a half mile to four miles. Hare scrambles rules will be used for this event.

Grand Prix: A grand prix primarily is a known closed-course meet that includes both natural and graded or paved terrain and is normally run as a multi-lap race. Scoring is similar to hare scrambles.

Desert Scrambles: The same as Hare and Hound except the course may be as short as 30 miles and repeated to make up a total of at least 60 miles.

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Off Road Meets

European Scrambles: A European Scrambles is defined as a mass start desert-type event. It shall be run over a closed course 6 to 16 miles in length with each event of definite time duration, minimum of 45 minutes and a maximum of one hour in length. Events must consist of separate races for each division.

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Off Road Meets

An **Observed Trials** is a test of balance and control on a motorcycle that emphasizes the rider's skill and ability to control the bike in a technically challenging off-road environment. The competition takes place on a course made up of a series of observed sections. Each section along the course contains obstacles to challenge the rider such as turns, hills, rocks and logs within the boundaries of the marked section.

At each section an "observer" or course official judges the ride and assigns penalty marks for infractions such as "footing" for balance or other failures to successfully negotiate the obstacles in that section. Although the competition typically has a time limit, it isn't a test of speed.

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Off Road Meets

ATV:

All AMA rules apply to ATVs as well as motorcycles, as defined in this ATV Chapter or Supplemental Rules. All class structures should be based on the ATV Chapter listings. ATV age restrictions must be followed.

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Exam Question #18 Table

18. **Enduro emergency check timing, calculate the emergency points lost for "e".**

	Riders due minute	Arrived	Regular points lost	Emergency points lost
a.	10:31	10:31.28	0	2
b.	10:31	10:31:35	0	5
c.	10:31	10:32:45	1	75
d.	10:31	10:30:05	2	85
e.	10:31	10:33:12	2	?

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AMA Referee Training

What's next?

We believe that knowledgeable officials are what will propel your meet and our sport to the next level. We thank you for your commitment to being that Referee that takes the time and is committed to providing a fair and level playing field for all AMA members.

Our next level of training will be the "A" level. These Referees will be the officials of AMA National level racing and competition.

Begin using your knowledge of the AMA Racing Rulebook and apply the rules in an impartial and consistent manner to all levels of competitors. That is the epitome of an AMA Referee.

Thank You!

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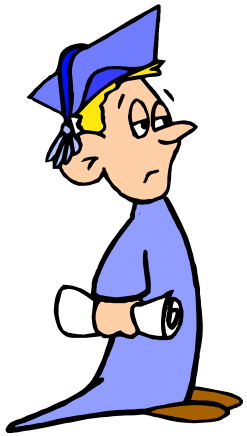
AMA Referee Training

- Let's begin the test and continue on our way to becoming an AMA Master Referee.
- The test is open book and 75% correct is passing.



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