



## **2016 RULES FOR PROFESSIONAL MOTOCROSS COMPETITION**

### **Introduction**

This book contains the rules and technical requirements governing all events that make up the AMA Pro Racing Motocross Championship, and is designed to provide the necessary information to assist licensed riders in the preparation of motorcycles for motocross competitions sanctioned by AMA Pro Racing.

**As a general rule, unless optional equipment or modification is specifically permitted by this Rulebook, it is prohibited. The intent of a specific rule will override a competitor's interpretation of that rule. The intent of a rule will be determined by AMA Pro Racing officials. If any equipment rule is unclear to the competitor, the competitor is advised to obtain written approval prior to making any modifications. Requests for rule clarifications or interpretations must be submitted in writing by riders and teams to AMA Pro Racing technical staff. Any prior verbal approval from AMA Pro Racing staff or officials without a written statement from the Technical Department with regard to the interpretation of a rule or procedure will be deemed invalid.**

While every effort has been made to write these rules in a clear and unambiguous fashion, it is impossible to anticipate every circumstance. It will be the Race Director's responsibility to make decisions regarding rule enforcement.

### **DISCLOSURE:**

**AMA PRO RACING STRIVES TO REGULATE THE SPORT OF PROFESSIONAL MOTORCYCLE RACING IN THE FAIREST POSSIBLE MANNER. ALL PARTIES INVOLVED IN AMA PRO RACING PROFESSIONAL RACES ARE EXPECTED TO CONDUCT THEMSELVES IN A PROFESSIONAL MANNER, RESPECTING AT ALL TIMES THE RIGHTS OF OTHERS. THE RULES FOR COMPETITION ARE INTENDED ONLY AS A GUIDE FOR THE CONDUCT OF THE SPORT PURSUANT TO THE UNIFORM RULES. RULES DIRECTED OR RELATED TO SAFETY ARE PROMULGATED TO MAKE ALL PERSONS CONCERNED WITH SAFETY, BUT AMA PRO RACING NEITHER WARRANTS SAFETY IF THE RULES ARE FOLLOWED NOR COMPLIANCE WITH AND ENFORCEMENT OF RULES. MOREOVER, EACH PARTICIPANT IN COMPETITION HAS THE RESPONSIBILITY TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND CONDITIONS AND MUST ASSUME THE RISK OF COMPETITION.**

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## Section 1

### Licensing, Eligibility, Entries and Credentials

1.1	Competition Licenses
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#### 1.1 Competition Licenses

- a. All riders participating in any on-track practice, qualifying or racing activity must have a current AMA Pro Racing Motocross License.
- b. A Motocross License allows a rider to compete in either the 250 or 450 class; however, riders may only participate in one class per event.
- c. Licenses are issued at the sole discretion of AMA Pro Racing and may be revoked with or without cause.
- d. Licenses are not issued at the events and can only be obtained in advance from AMA Pro Racing. It is recommended that completed license applications be submitted to AMA Pro Racing no less than 30 days prior to the first event in which the rider intends to participate.
- e. License applications will be accepted for the 2016 race season through August 15, 2016.
- f. Foreign riders applying for a Motocross License must submit a release and certification from their licensing federation.

#### 1.2 Motocross License Criteria

- a. License applicants must be at least 16 years of age at the time of application.
- b. License applicants must provide proof of primary medical insurance.
- c. License applicants must provide proof of completion of a valid ImPACT Concussion Management Test.
- d. In addition to the above requirements, license applicants must meet one of the following requirements:
  - i. Held a Pro Motocross license (250 or 450 class) in 2014 or 2015;

- ii. Held an FIM license in 2014, 2015 or 2016;
  - iii. Earn at least 60 AMA Pro-Am advancement points in a single class within the previous 18 months; or
  - iv. Finish in the top 42 in the Open Pro Sport class or top 20 in the 250A or 450A class, in the AMA Amateur National Motocross Championship Finals in the current or previous year.
- e. AMA Pro Racing may issue a license to any rider who does not meet the above criteria if it determines, in its sole discretion, the rider has adequate competition experience. An Eligibility Application must be submitted and approved under this criteria.

### **1.3 Motocross Entries**

- a. Entries will be limited to 90 riders per class for both the 450 and 250 classes.
- b. Pre-entry will close 14 days prior to the event.
- c. Riders may post-enter by contacting MX Sports by 12 p.m. Friday before the event. Additional fees will apply for post-entries.
- d. Riders may only enter one class (450 or 250 class) at a single event.
- e. Entries will be accepted in the following order until the class is full:
  - i. After the first event has been completed, riders earning championship points in the current year in either the 450 or 250 class.
  - ii. Riders finishing the 2015 Motocross season in the top 45 of either the 450 or 250 Championship.
  - iii. Riders finishing the 2016 Supercross season in the top 30 of either the Supercross or Supercross Lites (East or West) Championship.
  - iv. Riders earning any points during the 2015 Motocross season in either the 450 or 250 class.
  - v. Former National Motocross, Supercross or FIM World Motocross Champions in the past 10 years.
  - vi. Foreign riders earning at least one point in an FIM-affiliated professional motocross series in the current or previous year.
  - vii. Riders finishing in the Top 10 in the 250A, 450A or Pro Sport classes at the AMA Amateur National Motocross Championship in the current year.
  - viii. For all other riders, the date on which the entry is received (via online) will determine the order of acceptance.

### **1.4 Entry Cancellation**

Pre-entered riders who are unable to compete must cancel their race entry within 48 hours of the entered event. Riders who fail to timely cancel will forfeit their entry fee and be subject to a fine not exceeding \$100.

### **1.5 Credentials**

All Credentials provided by AMA Pro Racing and MX Sports are the property of AMA Pro Racing and MX Sports and can be revoked at any time without refund of credential fees. Use and display of credentials are subject to the following:

- a. The Paddock is closed to the general public during competition periods, and all persons entering the Paddock must display an AMA Pro Racing/MX Sports credential. Approved Credentials are as follows:
  - i. AMA Pro Racing/MX Sports season credential.
  - ii. AMA Pro Racing/MX Sports pass for the specific event.
- b. Season Credentials are issued for exclusive use by the person named on the credential.

- c. AMA Pro Racing/MX Sports credentials allow access only to limited areas and are non-transferrable and may not be duplicated, copied or transferred. Persons violating this provision will be subject to disciplinary action and/or revocation of credential privileges and removal from the event. Failure to properly display the credential is cause for disciplinary action or revocation of the credential.
- d. Any person without the proper issued credential in their possession may be required to pay the applicable race day rates to be issued the appropriate pass for access to the meet.
- e. Riders and crew members are not permitted in designated restricted areas, on the racing course, or in the Signal Area, except when competing in an event moto or practice session, or where approved by MX Sports.

## Section 2

### Race Rules and Procedures

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#### 2.1 Participant Regulations

Every organization, association, company, club, promoter, rider and all other person(s) participating in or in any way connected with an AMA Pro Racing event will be considered participants and are thereby bound by the AMA Pro Racing Rulebook and the following requirements:

- a. Appropriate dress is required for the position held; and
- b. Shirts must be worn at all times.

Professional conduct and behavior is required of all persons; foul language or other disturbing behavior will not be tolerated.

#### 2.2 Bulletins and Supplementary Regulations

Technical Bulletins or Supplementary Regulations established by AMA Pro Racing for the purpose of implementing, interpreting or enforcing competition rules will be deemed part of the official Rulebook.

### **2.3 Substance Abuse Policy**

In the interest of maintaining the integrity of motorcycle sports, MX Sports Pro Racing has established a Substance Abuse Policy. Random tests for banned substances **or processes** and alcohol may be conducted at the discretion of MX Sports Pro Racing. Compliance with the MX Sports Pro Racing Substance Abuse Policy is an essential precondition to the issuance of professional competition licenses. Any violation of the policy or refusal to submit to testing as requested by MX Sports Pro Racing will result in the immediate revocation of the competitor's license and loss of all rights to compete in AMA Pro Racing sanctioned events.

Intravenous hydration shall be administered in accordance with the MX Sports Pro Racing Substance Abuse Policy.

*See, Appendix B, MX Sports Pro Racing Substance Abuse Policy.*

### **2.4 Medical Protocol**

- a. There shall be one individual appointed at each event to serve as the Chief Medical Officer (CMO).
- b. In any instance where a rider has experienced an apparent injury or when a rider is demonstrating apparent signs of physical distress, the rider may be instructed by the Race Director to immediately present themselves to the event medical unit for evaluation by the CMO.
- c. The CMO shall have the authority to determine if the rider is cleared to continue to compete in the event. Furthermore, the CMO shall have the authority to determine if the rider requires further follow-up medical treatment and may recommend that the rider be transported to a local medical facility or hospital or, if medically acceptable, that the rider seek follow-up treatment by private transportation.
- d. In any instance where the CMO has determined that a rider requires immediate follow-up treatment at a medical facility, the rider will be prohibited from further competition that day. Riders who have been informed of the need for immediate treatment beyond that which can be provided on-site, shall either be provided transport by ambulance or shall immediately proceed by other means as appropriate to the suggested medical facility.
- e. In the event a rider refuses either private or emergency medical transport or declines follow-up treatment recommended by the CMO, the rider shall be suspended from further competition until the rider can provide an appropriate medical release from a treating physician indicating that the rider has been medically cleared to resume competition.

### **2.5 Testing Regulations**

- a. Exclusive racetrack rental of a national motocross venue for the purpose of testing or practice within five (5) days prior to an event scheduled at said venue is prohibited.
- b. Any rider who is entered, or may enter, an event is prohibited from participating in any activities on the racetrack (including open practice or racing) within five (5) days prior to the event.
- c. Riders who are invited to or who are participating in Press/Media Day activities will be allowed access to the racetrack in accordance with the Press Day schedule only.

### **2.6 Inclement Weather / Unacceptable Track Conditions**

- a. Events may be conducted regardless of weather conditions.
- b. In the event of excessive rain or other unfavorable conditions, it may be necessary for the Race Director to alter the order of the event schedule, including, but not limited to: adjusting the length of races, practices and qualifying sessions, and/or delaying or stopping the program completely.
- c. Should a delay occur the Race Director will make every effort to resume the schedule in a timely fashion if conditions allow.
- d. If an event is stopped due to weather or other conditions, riders will be paid for purse-paying events which have been completed.

## **2.7 Motorcycle Usage**

- a. Riders must use the same motorcycle (same main frame) for all practice sessions, qualifying events, and moto races.
- b. If the motorcycle's main frame is damaged, the frame may be changed only with approval from the Race Director. Approval must take place prior to usage of the new frame.
- c. Riders must use the same motorcycle for parade or sighting laps as moto races.

## **2.8 Pit / Paddock Regulations**

- a. Competition motorcycles may only be ridden on the racetrack or in the designated test area. All other riding is discouraged.
- b. All riders and team personnel must clearly display an AMA Pro Racing/MX Sports credential.
- c. Riders, crew members or any AMA Pro Racing/MX Sports credential holders are prohibited from operating any motor vehicle on race venue property in such a manner as to endanger the safety of other riders, crew members, officials or the public.
- d. Operation of a motor vehicle, including but not limited to a motorcycle, golf cart, ATV or utility vehicle, in the paddock must be at a very slow, acceptable speed (10 MPH maximum) so as not to endanger life or limb of other riders, crew members, officials or the public.
- e. Any rider or mechanic testing a motorcycle in the designated test area must wear a helmet and appropriate protective gear (pants, shirt, and boots).
- f. Smoking is prohibited in the Signal Area, starting line and other restricted areas.
- g. Persons less than 16 years of age are prohibited in the Signal Area, starting line and other restricted areas.
- h. Pets are prohibited in the Signal Area, starting line and other restricted areas. Pets in the paddock must be on a leash or properly contained.
- i. Proper attire is required in the Signal Area. Shirts must have a collar. Open-toe shoes, cut-offs, and sleeveless shirts/tank tops are not permitted. All individuals accessing the Signal Area are encouraged to wear eye protection.
- j. Before leaving a race facility it is the responsibility of riders/teams to deposit all waste fuel, fuel drums, motor oils, coolants, tires, black water and all other hazardous waste in the proper hazardous waste disposal area provided by the track. Should containers not be available on-site, riders/teams must transport such items from the facility for proper disposal.

## **2.9 Riders Meeting**

All riders entered in the event must attend Riders Meeting. The Race Director may call roll or spot-check attendance. Riders not in attendance may be fined. On event days, riders may be designated to participate in pre-race opening ceremonies, post-race podium interviews, and scheduled press briefings. Riders failing to be available for these event day activities may be fined. Riders may be excused from these activities for medical reasons, or for good cause only upon approval by MX Sports.

## **2.10 Technical Inspections**

- a. Technical inspections of machines, equipment and riding apparel will be held prior to and after a race event, or at other times as determined by the Race Director or Chief Technical Inspector.
- b. Although the machine, equipment or apparel may have passed prior inspections, it must be in compliance with the rules at all subsequent inspections.
- c. Only machines that have passed Technical Inspection may be used in competition.
- d. Machines must be class-legal and must meet all equipment requirements.

- e. More than one machine per rider may be presented and passed through initial Technical Inspection, provided frame numbers are properly recorded distinguishing race machines from practice machines. Machines used for timed qualifying are considered race machines.
- f. The Race Director or Chief Technical Inspector may require post-race teardowns following completion of the event.
- g. During post-race Technical Inspections or teardowns, only two working mechanics for each impounded machine are permitted in the inspection/impound area.
- h. Only MX Sports officials or MX Sports-designated personnel may inspect impounded motorcycles or equipment.

## 2.11 On-Track Regulations

- a. Riders must remain on the marked course. The course will be marked by track markers, boundary markers, hay bales, tuff blocks, dirt mounds, etc.. If the marking devices are knocked down, the rider must stay on the original marked course.
- b. A rider leaving the course may continue the race by properly re-entering the course at the closest point to where the rider left the course, without gaining an advantage. If a rider leaves the course for any reason, the rider must immediately slow down to a safe speed so as not to endanger life or limb of other riders, crew members, officials, or the public. It will be the responsibility of the Race Director or his designee to determine whether the rider gained an advantage upon re-entry or failed to slow down after leaving the course. A rider may be determined to have gained an advantage without gaining a position.
- c. No rider may ride or operate any vehicle in such a manner as to endanger life or limb of other riders, crew members, officials or the public.
- d. Riders are prohibited from using any personal audio listening device while operating a vehicle on the race course.
- e. Riders are prohibited from using any on-board or helmet mounted video recording device **or its likeness** while operating a vehicle on the race course, except upon approval by MX Sports.
- f. Riders and crew are prohibited from throwing any rider apparel or any other similar items into the spectator areas, particularly during podium activities.
- g. Only riders officially entered in the event may ride or practice on the racetrack the day of the event.
- h. Unless directed to do so by the Race Director or his designee, no one is permitted to ride a machine in the wrong direction on the racetrack.
- i. Except in the designated Signal Area, no adjustment, repairs or refueling may be made to competing machines by crew members during an event. Riders must pull into the designated Signal Area and be off the racetrack before receiving crew assistance.
- j. Riders may make repairs during an event, without assistance, in a suitable area, off the racetrack.
- k. Outside assistance to a rider on the course is forbidden except when the assistance is given by flag marshals or officials placed by the Race Director for the purpose of control and safety, with the following exceptions:
  - i. Assistance by crew members is permitted during practice **in the designated Signal Area**; and
  - ii. Assistance by crew members is permitted from the starting gate up through the Holeshoot Line following the start of a moto race on the first lap only.
- l. **Receiving medical treatment while on track during a race, outside the scope of evaluating a rider's ability to continue, will be considered outside assistance, and the rider will not be allowed to continue that race.**
- m. A motorcycle that enters the paddock during a moto race will not be permitted to return to the racetrack.

- n. Testing of equipment considered acceptable by MX Sports Racing may be conducted during practice sessions under the control of the Race Director.

## 2.12 Flags

### a. Operational Flags:

- i. **Green Flag:** Indicates the start of a race or clear track conditions.
- ii. **White and Green Flags Crossed:** Indicates half the total race time.
- iii. **White Flag:** Indicates the final lap of a race.
- iv. **Checkered Flag:** Indicates the end of a race or practice session. Proceed to the designated track exit.
- v. **Red Flag:** Indicates the race has been stopped. Reduce speed and proceed safely to the staging area.
- vi. **Black Flag:** Indicates a problem with a motorcycle or a disqualification. A number board displayed with the flag indicates the rider being signaled. Carefully reduce speed and proceed around the course to the designated Signal Area. Black-flagged riders are not permitted to return to the race course unless cleared by the Race Director.

### b. Warning Flags:

- i. **Yellow Flag:** Indicates a potentially hazardous situation on or near the racetrack. Riders must exercise caution. Passing is allowed.
- ii. **White and Red Stripe Flag** (“Wheels on the Ground” Flag): Indicates a potentially hazardous situation on or near the racetrack in an area that is not clearly visible to on-coming riders. Riders must proceed with extreme caution. Both wheels of the motorcycle must remain on the ground over obstacles until the rider has passed the area of concern. Passing is NOT allowed. **This flag takes precedence over all other flags that may be displayed.** Penalty for violation of the flag may include but not be limited to, loss of championship point(s) and/or race position(s), as determined by the Race Director.
- iii. **Blue Flag:** Indicates a rider is about to be overtaken by a faster rider. The overtaken rider should hold their line and not impede the progress of the faster rider. Riders disregarding this flag may be black-flagged at the discretion of the Race Director.

## 2.13 Staging

- a. Thirty (30) minutes prior to the start of each moto race, a horn will be sounded signaling “first call” and that the Staging Area is open. Motorcycles must be taken to the Staging Area to await gate selection.
- b. Twenty (20) minutes prior to the start of the race, the entrance to the Staging Area will be closed and the Starting Gate will be loaded. Gate selection must be quickly made by the rider or his designee when directed by the official to do so, or the position will be forfeited.
- c. Motorcycles not in the Staging Area by the time of closure will not be loaded on the gate until all other riders/designees have selected their starting positions. Motorcycles arriving late will be loaded in the order of their late arrival to staging.
- d. Ten (10) minutes prior to the start of the race, riders will be released for the Sighting Lap. The Sighting Lap is optional. Riders may receive repairs in the Signal Area during the Sighting Lap.
- e. Four (4) minutes prior to the start of the race, all riders must have completed their Sighting Lap and re-entered their position on the Starting Gate.
- f. Once a motorcycle enters the Staging Area and is called to the Starting Gate, the motorcycle will not be permitted to return to the paddock. If the motorcycle is removed from the Staging Area after this point, the rider will not be permitted to start the race.
- g. Once a motorcycle is in a gate position at the Starting Gate, the gate position cannot be changed.



## **2.14 Start Procedure**

- a. Each rider may have only one crew member accompany them to the Starting Gate. No other crew members are permitted at the Starting Gate.
- b. Grooming may be done behind the Starting Gate, provided no shovels, tools, or other implements (foreign or natural) are used. There will be no grooming in front of the Starting Gate by riders or mechanics.
- c. The use of starting blocks or other foreign elevating devices is prohibited. However, natural material found at or near the Starting Gate may be used for the rider to rest their feet on. Any natural material used for elevation may not be used as a grooming tool.
- d. Watering of starting lanes by riders or mechanics is prohibited.
- e. Ramps of any kind may not be formed in the starting lane. (The front and rear tires must be level).
- f. Motorcycles must be positioned straight and in the center of the Starting Gate. Riders may not start at an angle.
- g. If a backstop board is present, the rear tire may not extend past or rest upon it.
- h. In the event a rider needs to make repairs once loaded in the Starting Gate, the machine must be pushed back from the gate to behind the rear restraint before any repairs can be made, so as not to interfere with other competitors. All machines should be running prior to the display of the 30-second board.
- i. Once the track is clear for the start, the Race Director or his designee will direct the Starter to hold up a 30-second board. The 30-second board will be held upright for 30 seconds, then turned sideways for at least five seconds, but not more than ten seconds. During the five- to ten-second interval, the gate will fall.
- j. Riders who are present at the Starting Gate but are unable to start due to a stalled motorcycle or other contributing factor may join the race from the starting area until the time the race leader completes the first lap. Thereafter, the rider may not join the race and is barred from any subsequent restarts.
- k. Jumping or fouling the Starting Gate may result in a penalty or disqualification.

## **2.15 Restart Procedure**

- a. In the case of a false start (gate malfunction or other contributing factor) a race will be restarted with the riders returning to their original Starting Gate positions.
- b. Should a race be stopped after one (1) full lap is complete, the race will be restarted using the original staging positions for that moto. If a race is stopped after two (2) full laps are complete, the riders will be staged based on their positions the lap prior to the red flag. The restart will resume for the time remaining of the 30-minute race. The restart will take place as soon as possible and within a maximum time of 10 minutes, providing track conditions allow.
- c. Should a race be stopped after 20 or more minutes have elapsed, the race will be considered complete, and finishing positions will be determined by a rider's position on the lap the race is stopped, as opposed to track positions in the lap preceding the red-flagged lap.
- d. Riders who are not present at the Starting Gate or who are present but unable to join the race before the race leader completes the first lap, are barred from any subsequent restarts.
- e. During a restart, all riders must return to the Staging Area immediately and are not permitted to return to the paddock. Riders returning to the paddock will not be eligible for the restart unless directed to do so by the Race Director.
- f. Repairs to motorcycles must be made in the Staging Area or behind the Starting Gate only. No repairs may be performed on the Starting Gate.

- g. In the event of a restart no additional crew members will be allowed to the Starting Gate, i.e., riders may only have one crew member accompany them to the Starting Gate.
- h. Riders may be directed to the paddock by the Race Director in case of foul weather or other unforeseen circumstances.
- i. Any race start or restart will be considered an official part of the event even if the start or restart does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.

## **2.16 Qualifying**

- a. National motos will consist of 40 riders maximum per class.
- b. Classes will be seeded based on timed qualifying. Class riders will be divided into two practice/timed qualifying groups: Group A and Group B. Riders in practice Group A must participate in timed qualifying Group A. Riders in practice Group B must participate in timed qualifying Group B.
- c. The current top 10 riders in points will be automatically seeded into the national motos. For Round 1, the top 10 riders from the previous year's final standings will be automatically seeded. Provided, however, that seeded riders must have at least one time posted or complete one lap during timed qualifying sessions in order to compete in the national motos.
- d. The next 26 riders will be determined based on the top 26 qualifying times (excluding seeded rider times).
- e. A Consolation Race will be held to determine the last 4 positions for the national motos. Riders with the next 40 qualifying positions will be eligible for the Consolation Race.
- f. Any seeded rider or any rider who has qualified for a start position, who then decides, for whatever reason, not to compete in that day's event, is required to notify the Race Director of their intention not to compete and withdrawal of entry within 30 minutes of posting of qualified times. Upon said withdrawal, the next positioned rider may be advanced into the national motos. Seeding of the replacement rider will be based on their finish in the Consolation Race (e.g., 5th place, 6th place, etc.). Seeded/ qualified riders who fail to compete without formally withdrawing may be subject to penalty. This requirement applies to the first motos only.

## **2.17 Race Program**

- a. The race program will consist of two practice sessions per class. The first session will be free and timed qualifying; the second session will be timed qualifying only. Timed qualifying will be used to determine the order in which riders choose their starting position. Starting positions for a rider's second moto will be based on the rider's finish in the first moto.
- b. Each class will race two times. Each race will be 30 minutes plus two (2) laps. The official race length will be determined once the two (2) lap board is displayed to the race leader, followed by the white flag and then the checkered flag.
- c. There will be a minimum 45-minute interval between the end of moto one and the start of moto two in the same class.

## **2.18 Race Finishes**

- a. Races are officially ended for all contestants at the completion of the lap in which the checkered flag is displayed to the winner.

- b. Riders will be credited with all laps they complete during a race unless a penalty has been assessed. Under normal circumstances all lap and finish positions will be determined by scorekeepers, finish line cameras or electronic timing devices (transponders). In the event the electronic timing system fails to record a time or lap position for any rider, a photo or back-up manual score sheet will be used to determine the laps completed and finishing order for the rider. In the case of a photo finish between two or more riders, the win will be awarded to the rider whose front wheel crosses the plane of the finish line first. In the case of a visual tie or where a clear determination cannot be made, the riders concerned will be ranked in the order of the best lap time made during the race.
- c. For a lap to be considered complete, the rider and motorcycle must cross the plane of the designated finish line, located at the site of the scoring/timing transponder receiver loop. The line will be clearly defined with trackside markers and will be located as close to the finish-line flagger as possible; the line's official location, however, will be at the location of the timing/scoring loop, not the flag itself.
- d. Riders who do not complete the checkered flag lap will be scored in order of finish and laps completed. Riders choosing to leave a race before its completion are not required to wait for the checkered flag to receive credit for laps they have completed.
- e. A rider whose motorcycle is disabled before reaching the finish line may, by the rider's own unaided muscular energy, push or carry the motorcycle in the proper direction of the race course to complete the lap by crossing the finish line, unless the rider is determined to be a hazard by the Race Director.
- f. Under normal circumstances, the winner is the leader at the time the checkered flag is first displayed.
- g. Should a rider be given the checkered flag ahead of the actual winner, or with the winners, the rider will be scored as having completed the race in the race position the rider was running at that time.
- h. Should the checkered flag be displayed later than the official distance, the finishing order will be decided on the basis of the official distance.
- i. The overall class finish for the event will be determined by combining the total championship points earned by a rider in both motos. In the event of a tie for any position, the rider with the higher finish in the second moto will be placed above the rider with the lower finish. Riders who do not earn championship points will be scored according to their finishing position based on the Olympic scoring system.
- j. At the conclusion of each National Moto, the top 3 finishing riders and their motorcycles must go directly to a staging area located at the podium or to a designated alternative interview area. Other riders outside of the top 3 may also be directed to the staging area. Failure to go to the designated staging area may result in a fine.

## **2.19 Official Race Results**

- a. Race results will not be made official until all scoring materials are examined and approved. Provisional results will be posted and riders will have 30 minutes to request a re-check or otherwise challenge the results. If no re-check is requested or challenge made, the results will become final.
- b. If a re-check is requested within the 30-minute time limit, a new posting time limit of 30 minutes will be required if changes are made to the previously posted results.
- c. The issuance of official results does not exempt riders who competed in the event from penalties for rules violations issued by MX Sports following the protest period.
- d. Riders are entitled to review their scores with the Timing and Scoring Manager.

## **2.20 Championship Points**

- a. Class Championships will be decided based on total series points accumulated from each race. Riders will earn championship points for each race according to their respective official finishing position. Points will be awarded to 20<sup>th</sup> place per moto.

- b. In the event of a tie for the championship, the winner will be determined based on the number of race wins during the series. If the tie remains, the number of place finishes of 2<sup>nd</sup>, 3<sup>rd</sup>, etc., will be tallied until the tie is broken. If the tie continues to remain, the final moto finish at the last event will determine the champion.
- c. In all other cases of ties for championship positions, the final moto finish at the last event will determine the final position in championship standings.
- d. Championship points will be awarded per moto based on the following point scale:

Finish Position	Points	Finish Position	Points
1	25	11	10
2	22	12	9
3	20	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

### 2.21 Manufacturer Championship

To establish a Manufacturer Champion, points will be awarded to each manufacturer for its highest placed finisher in each class. The same Championship point scale and tie-breaker procedure set forth above shall be used to determine the Manufacturer Championship.

## Section 3

### General Equipment Standards

3.1	Motorcycle Homologation
3.2	Engine Displacements
3.3	Engines
3.4	Transmissions and Primary Drive
3.5	Exhaust Systems
3.6	Sound Requirements
3.7	Frames
3.8	Swing Arms
3.9	Forks and Shocks
3.10	Fuel Tanks
3.11	Fuel Specifications
3.12	Handlebars and Controls
3.13	Brakes
3.14	Wheels
3.15	Tires
3.16	Telemetry and Traction Control
3.17	Minimum Motorcycle Weight
3.18	Weighing Procedure
3.19	Numbers and Number Plates
3.20	Rider Apparel
3.21	Rider Responsibility
3.22	Display of AMA Pro Racing Logo
3.23	Mechanics
3.24	Special Technical Requirements

#### 3.1 Motorcycle Homologation

Motorcycles used in motocross competition require homologation approval granted by AMA Pro Racing prior to use in competition. Homologation rules are intended to give freedom to modify or replace some of the parts in the interest of safety, research and development, with constraints imposed to limit cost. Superseded or redesigned parts must be submitted to AMA Pro Racing for review and approval prior to use in competition. These parts must be listed in the current OEM parts list supplied to AMA Pro Racing.

- a. Only motorcycles homologated by AMA Pro Racing may be used in competition. AMA Pro Racing will only accept applications for homologation from motorcycle manufacturers or their distributors.
- b. Once a motorcycle has been homologated, it may be used until such time that the homologated motorcycle no longer complies with the technical rules or a maximum of five (5) years.
- c. Compliance with homologation requirements will not guarantee AMA Pro Racing homologation approval. Homologation may be withheld or withdrawn for just cause deemed in the best interest of the sport by AMA Pro Racing.
- d. Homologation procedure and information is available from the AMA Pro Racing Technical Department.

#### 3.2 Engine Displacements

- a. 250 Motocross Class:0-125cc 2-Stroke / 150-250cc 4-stroke
- b. 450 Motocross Class:150-250cc 2-Stroke / 251-450cc 4-stroke

#### 3.3 Engines

- a. Engines are restricted to single cylinder.
- b. Engine displacement shall be recorded in cubic centimeters.
- c. Supercharging or turbo charging is not permitted.
- d. Cylinder bore may be increased to achieve the displacement limit on motorcycles homologated for competition, provided that any kits or parts used to increase engine displacement (to the approved class limit) must use items that have been approved by AMA Pro Racing.
- e. Stroke must remain the same as the homologated model.
- f. Material and castings of cylinders, cylinder heads, and crankcases must be the same as an originally approved model of the same manufacturer. Material may be added or removed from these items. Cylinder liners or coating may be replaced or added provided the original cylinder casting is utilized.
- g. For 4-stroke engines the original intake and exhaust valve angle must remain the same as on the homologated model.
- h. Type of cooling system (water, oil or air) must remain as homologated.
- i. Fuel injection is permitted only if it is standard equipment on the homologated model.

### **3.4 Transmissions and Primary Drive**

- a. Motorcycles are restricted to rear-wheel drive only.
- b. Primary drive method must remain the same as the homologated model.
- c. Primary drive must be completely enclosed by a cover or guard.
- d. The maximum number of speeds in the gearbox is six.
- e. Number of transmission gears must be the same as the homologated model.

### **3.5 Exhaust Systems**

- a. Exhaust pipes and mufflers must fulfill all requirements concerning sound control.
- b. Exhaust pipes and mufflers must be securely attached together and bolted to the frame.
- c. Mufflers must have internal mechanical or packed baffling.
- d. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire.
- e. The inside of the exhaust discharge end must be a maximum of 5 inches from the outside edge of the tire or frame.

### **3.6 Sound Requirements**

- a. Sound levels in the 450 and 250 classes will be verified with the 2-meter max method. See Appendix C for the details of the testing procedures.
- b. The maximum sound limit is set at:
  - i. For pre-race inspection: Max. 112 dB/A
  - ii. For post-race inspection: Max. 113 dB/A
- c. The normal penalty for violation of the qualifying or post-race sound limit will be:
  - i. Qualifying: Loss of fastest qualifying time.
  - ii. Post-Race: Penalties will be assessed by the Race Director.
- d. If, in the judgment of the Race Director, the qualifying or post-race sound limit violation was unintentional and/or caused by an accident, and the violation did not enhance the performance of the motorcycle, the penalty may be waived.

### 3.7 Frames

- a. The main frame must be the same as an originally homologated model of the same manufacturer.
- b. Cracked or broken frames are prohibited.
- c. Strengthening gussets or tubes may be added, but none may be removed.
- d. All stands must be removed.
- e. All footrests must fold to a 45-degree angle.
- f. The maximum length of the footrest from the pivot point is 5 inches.
- g. Footrests may be raised or lowered, but cannot be lower than the bottom frame tube.
- h. Accessory brackets (for radiator, coil, shock reservoir, etc.) may be changed, relocated, or removed.
- i. Engine mount location, steering head, swing arm pivot point, and rear suspension linkage point must be the same as the homologated model.
- j. **The use of offset bearing races for the purpose of altering the steering angle is permitted.**
- k. Sub-frames may be replaced with aftermarket units of steel, aluminum or titanium, or of the same material as the OEM part. The replacement parts must be similar in design to the production part and utilize original mounting points.

### 3.8 Swing Arms

- a. Swing arm must be the same as an originally homologated model of the same manufacturer.
- b. Strengthening gussets or tubes may be added, but none may be removed.
- c. Chain guides may be removed or relocated.

### 3.9 Forks and Shocks

- a. The manufacturer's original concept of single shock must be maintained.
- b. In the 250 Class, the replacement and modification of forks and shocks are limited to the following:
  - i. Forks and shocks may be either stock or aftermarket units listed on the Approved Equipment List. This list is available from the AMA Pro Racing Technical Department.
  - ii. **Approved forks, shocks, and superseded parts must be available in the U.S. through dealers or distributors to AMA Pro Licensed 250 MX riders for the entire current season. A dealer or distributor must fill legitimate orders accompanied by a 50% deposit within 15 business days of receipt. Failure to fill a legitimate order may result in the cancelation of the component manufacturer's homologation.**
  - iii. Homologated inner and outer fork tubes, axle lugs, cartridge, and piston rod must be retained; modifications are permitted. All other fork parts may be replaced.
  - iv. Homologated shock body, shaft and reservoir must be retained; modifications are permitted. All other shock parts may be replaced.
  - v. Fork and shock assemblies must be complete and functioning assemblies, in addition to the controlled parts. Retail prices of approved forks and shocks may not exceed the following cost, exclusive of all taxes:
    1. Both fork legs (less triple clamps): \$5,175.00
    2. Shock assembly: \$2,000.00

### 3.10 Fuel Tanks

- a. A replacement fuel tank, including those constructed of carbon fiber, may be utilized in place of the OEM approved fuel tank, provided:

- i. The replacement fuel tank must be mounted utilizing the OEM stock mounting locations; and
  - ii. The fuel capacity of the replacement fuel tank can be no less than the original OEM approved fuel tank.
- b. Fuel tank filler devices may be mounted or replaced with aftermarket units.

### **3.11 Fuel Specifications**

All motorcycles must use unleaded fuel corresponding to petroleum-based fuel as defined by the American Society for Testing and Materials (ASTM) designation: D4814, with the following clarifications:

- a. The specific gravity must fall within the range: .715 - .765 at 60° F.
- b. The maximum oxygen content is 4.0% m/m.
- c. The maximum allowable level of lead is 0.025 g/l.
- d. The only allowable oxygenates are ether and alcohols, as listed and characterized for oxygen mass fraction in ASTM D4814.
- e. Epoxides (i.e. propylene oxide) will not be considered ethers. Nitrogen-bearing compounds are not permitted.
- f. Lubrication additives are permitted provided the resulting mixture meets all other requirements.
- g. See Appendix C for "Fuel Test Procedures".

### **3.12 Handlebars and Controls**

- a. Cracked or broken handlebars are prohibited.
- b. Control levers must have minimum ½-inch diameter ball ends.
- c. All motorcycles must be equipped with a functioning ignition cut-off switch or button, mounted on the handlebar within reach of the rider's hand when placed on the grip.
- d. All motorcycles must be equipped with a self-closing throttle mechanism.

### **3.13 Brakes**

- a. All motorcycles must be equipped with adequate and operating front and rear wheel brakes.
- b. Brakes must be the same type as the production units. Disc brakes may only be replaced with disc brakes and drum brakes with drum brakes.
- c. Carbon fiber or carbon composite brake discs and/or carriers are not permitted.
- d. Aluminum or titanium rear brake discs are prohibited.

### **3.14 Wheels**

Wheels and all wheel components (i.e., spokes, hubs) constructed exclusively of carbon fiber or carbon composite are not permitted.

### **3.15 Tires**

- a. Studded tires, other than rubber, are prohibited.
- b. Paddle (continuous radial rib) tires and tires with lugs having a height of over ¾-inch are prohibited.

### **3.16 Telemetry and Traction Control**

- a. Non-production electronic devices designed specifically for traction control are prohibited. This includes sensors that can determine front wheel speed and any electronic control to the brake systems.
- b. Electronic transmittal of information, including radio communication to or from a moving motorcycle, is prohibited with the following exceptions:
  - i. MX Sports transponders utilized for scoring purposes (mandatory equipment assigned by AMA Pro Racing).



- ii. Data or video transmitted for the sole use of MX Sports-approved event television production (mandatory equipment assigned by MX Sports).
  - iii. Electronic lap-timing devices are permitted. Transmitter beacons must be in an approved area. GPS may be used for the sole purpose of lap timing and track mapping only. Receivers/antennas shall not be mounted on the front area of the front number plate.
- c. Data logging is permitted; however, the information may not be downloaded in real time from a moving motorcycle.
  - d. Information downloaded from the motorcycle may be reviewed by the Chief Technical Inspector at any time.

### **3.17 Minimum Motorcycle Weight**

- a. 250 Class: 194 pounds 2-stroke / 212 pounds 4-stroke
- b. 450 Class: 212 pounds 2-stroke / 220 pounds 4-stroke

### **3.18 Weighing Procedures**

- a. Weight limits must be met after qualifying and after a race.
- b. The Chief Technical Inspector may require a motorcycle be cleaned of excess mud or dirt before weighing.
- c. The official AMA scale will be available before qualifying and during races for weight checking.
- d. No fluids may be added to the motorcycle, except water to the engine cooling system.
- e. The fuel must be drained from the fuel tank.
- f. Ballast attached to motorcycles is not permitted.

### **3.19 Numbers and Number Plates**

- a. Number Plate Color Requirements:
  - i. 250 Class: Black plates, white numbers.
  - ii. 450 Class: White plates, black numbers.
  - iii. Current 250 Class Champion: Black plates, white No. 1.
  - iv. Current 450 Class Champion: White plates, black No. 1.
  - v. 250 Class Points Leader: Red plates, white numbers.
  - vi. 450 Class Points Leader: Red plates, white numbers.
  - vii. In the case of a tie during the season, both riders will display the red plate.
- b. Front Numbers/Number Plates:
  - i. Front numbers must be a minimum height of 6 inches.
  - ii. Front number plates must be flat and mounted parallel to the fork tubes in such a manner as to prevent deflection of the plate during the event. Any attempt at streamlining, such as curved plates or plates that are not rigidly mounted, is prohibited, unless such plates are standard on the homologated model.
  - iii. Rider numbers and the approved AMA Pro Racing and series title logo are required on the front number plates. The area on the top edge of the front number plate is reserved for the official AMA Pro Racing logo, followed by the series title logo, then followed by the official MX Sports logo. This designated area shall be a height of 1 inch and a width of 8 inches.
  - iv. Front number plates or number display areas must be of adequate size to provide ample space (approximately 1 inch) around and between numbers.
- c. Side Numbers/Number Panels:

- i. Side number panels must contain either 4-inch or 5½-inch numbers in either the lower right hand corner (left side of motorcycle) or lower left hand corner (right side of motorcycle) with corresponding number and background colors prescribed above, according to class or specific rider distinction.
- ii. Side panels must also contain the official MX Sports Pro Racing logo. The logo must be a minimum height of 1¾ inches and width of 3 inches.
- iii. The balance of the side panel may be used for sponsor/team identification.
- iv. Plastic or fiberglass number plates must have a minimum thickness of 1/16-inch.
- v. Numbers must be a solid color with no outlining. The red points leader plate may have a black outline behind the white digit.
- vi. National Champions using the number "1" may use a special sized number.
- vii. Approval of number fonts is at the sole discretion of MX Sports.

### **3.20 Rider Apparel**

- a. Riders must wear helmets at all times when riding a motorcycle, including but not limited to practice sessions, qualifying sessions or while competing on course. Helmets must be of the full face type, conform to one of the following recognized standards, and have a label affixed certifying its approval:
  - i. United States: Snell M2010 or DOT FMVSS 218
  - ii. United Nations: Regulation ECE 2205 P'
  - iii. United Kingdom: BSI 6658 Type A
  - iv. Japan: JIS T 8133: 2007
- b. All helmets used by riders in competition must be equipped with a commercially manufactured emergency helmet removal device, such as the Eject® device. Riders will be responsible for ensuring that the device is properly installed and operable during all on-track activities. An approved list of emergency helmet removal devices is available from the AMA Pro Racing Technical Department. Helmet removal device and installation information is available from Technical Inspection at all events.
- c. Goggles, face shields or other protective eyewear must be shatter-resistant. Goggles must be worn at the start of each event.
- d. Boots must be at least 8 inches high.
- e. Devices designed solely for the purpose of reducing wind resistance may not be attached to the rider's apparel.
- f. Rider Jersey:
  - i. Jerseys must be long sleeve and made of durable material that will protect the rider. Short sleeves or ¾ sleeves are prohibited.
  - ii. The rider's assigned number must be displayed horizontally across the back of the jersey. The number must be a minimum height of 8 inches and a width of 1 inch.
  - iii. Numbers must be printed in a contrasting color from the jersey color surrounding the placement of the number. The number may be outlined. However, the color of the outlining must be in contrast to the jersey color as well as the number color.
  - iv. The official AMA Pro Racing logo must be displayed on the upper left front torso or left shoulder area of the jersey.
  - v. The rider's last name must be displayed horizontally across the back of the jersey at the shoulder line above the number.

- vi. If a chest/back protector or neck brace is worn over the rider's jersey, the rider's entire name and assigned number must be visible either on the jersey or on the chest/back protector.
- g. If the rider uses a chest/back protector, the official AMA Pro Racing logo must be displayed in the center front of the chest/back protector. This is in addition to the logo displayed on the jersey. The minimum size of the logo is 3 inches wide by 1¾-inch high. The AMA Pro Racing logo must be visible at all times.
- h. Pants must be full length and made of a material that will help protect the rider.
- i. Riders must present a clean and neat appearance.

### **3.21 Rider Responsibility**

IT IS THE RESPONSIBILITY OF THE RIDER TO SELECT A HELMET AND APPAREL WHICH WILL PROVIDE APPROPRIATE PROTECTION. ALTHOUGH AMA PRO RACING REQUIRES THEIR USE, NEITHER AMA PRO RACING NOR MX SPORTS ENDORSE OR GUARANTEE SPECIFIC PRODUCTS OR MANUFACTURERS. RIDERS MUST RELY ON THEIR OWN JUDGMENT IN THE SELECTION OF HELMETS AND APPAREL FOR PROTECTION AND DURABILITY.

### **3.22 Display of AMA Pro Racing Logo**

- a. Riders are required to display the official AMA Pro Racing logo as required herein when competing in any part of an AMA Pro Racing-sanctioned event.
- b. The official AMA Pro Racing logo and/or logo artwork file, number plate stickers and adhesive apparel patches will be available at Technical Inspection at each event or online.
- c. If a third party produces number plates and/or jerseys for riders prior to events, logo files may be requested from the AMA Pro Racing Technical Department. Requests for artwork by a third party should include the rider's name.
- d. Disclaimer for use of AMA Pro Racing-registered Trademarks:

*AMA Pro Racing logos and trademarks shown herein are trademarks of AMA Pro Racing. Participants are to use the approved logos on number plates and apparel only when participating in AMA Pro Racing events. Any further use of the marks outside of this capacity is prohibited without prior express written consent from AMA Pro Racing.*

### **3.23 Mechanics**

- a. Only appropriately dressed persons displaying proper credentials will be allowed in the pit, signaling and starting areas.
- b. Mechanics must be in uniform designating a rider or team. Uniform shirts must have a collar and should display the AMA Pro Racing patch.
- c. Cut-offs, sleeveless shirts and open-toe shoes are prohibited in the Signal Area, Starting Area, and infield. Shirts must be worn at all times in these areas.
- d. Mechanics must present a neat, clean and professional appearance

### **3.24 Special Technical Requirements**

Where the rules permit equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components and materials for the fabrication of this equipment that will perform in competition properly. Any component of a motorcycle deemed by the Chief Technical Inspector as necessary for operation must be in place, securely mounted, in proper working order, and structurally sound. Regardless of previous approval, the permission to use specific components or equipment, including tires and fuel, may be withdrawn for any reason AMA Pro Racing deems in the best interest of competition.

## Appendix A

### Offenses, Penalties, Protests and Appeals

Section	
A1	General Information
A2	General Offenses and Penalties
A3	Equipment Offenses and Penalties
A4	Protests
A5	Appeals

#### A1 General Information

Through the establishment and enforcement of various rules and procedures, AMA Pro Racing strives to regulate the sport of professional motorcycle racing in the fairest possible manner. By participating in an AMA Pro Racing event, each entrant, rider and participant agrees to abide by AMA Pro Racing's rules and procedures. In addition, AMA Pro Racing licensed entrants and riders may be held responsible for the actions of their crew members. As part of entering an AMA Pro Racing event, an entrant assures AMA Pro Racing that their crewmembers are AMA members in good standing. All parties involved in AMA Pro Racing events are expected to conduct themselves in a professional manner, respecting at all times the rights of others. Participation in AMA Pro Racing sanctioned activities is a privilege afforded to entrants, riders and event credential holders. All such participants understand that violation of AMA Pro Racing rules and procedures can lead to forfeiture of their entrant or competition licenses or event credentials, fines, points deductions, lap deductions, finishing position deductions, time penalties, disqualification and other disciplinary actions as outlined herein.

- A1.1 Rules directed or related to safety are promulgated to make all persons concerned with safety. AMA Pro Racing neither warrants safety if the rules are followed nor compliance with or enforcement of the rules. Each participant in competition has the responsibility to assess the safety aspects of facilities and conditions and must assume the risk of competition.
- A1.2 Through its protest and appeal procedures, AMA Pro Racing provides a system of administrative review in the event of disputes which are eligible for such review. The goal of AMA Pro Racing's protest and appeal procedures is to assure fair and consistent enforcement of rules and objective review of protests and appeals lodged by or against participants.
- A1.3 Any participant who is fined under these rules will be deemed suspended from all AMA Pro Racing sanctioned activities until the fine has been paid. The fined party is entitled to a receipt upon payment. All fines and other disciplinary actions levied by AMA Pro Racing must be explained in writing. A copy must be given or sent to the disciplined party.
- A1.4 Any participant under suspension, or otherwise disciplined under these rules of competition, may be reinstated by action of, and in the sole discretion of AMA Pro Racing.

## **A2 General Offenses and Penalties**

This section outlines actions which 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, AMA Pro Racing may disqualify, suspend, fine or penalize any entrant, rider, participant, official race team or motorcycle from the balance of a race event or the series for violation of these rules, insubordination or other actions deemed in the sole discretion of AMA Pro Racing to be detrimental to the race event and the sport. Such disqualification includes the loss of any rights with regard to the event in question and may result in expulsion from the event venue. Unless otherwise specifically provided for in these rules, AMA Pro Racing is empowered to suspend from competition any entrant, rider, participant, official race team or motorcycle for a period of one event up to an indefinite suspension for violation of these rules, insubordination, or other actions deemed, in the sole discretion of AMA Pro Racing, to be detrimental to the sport of motorcycle racing. AMA Pro Racing is also empowered to, in addition to or in lieu of a suspension from competition, suspend an entrant's or rider's eligibility to earn points for one or more events including, but not limited to, the event in which the rules violation took place. The beginning and ending dates of any such suspension will be as determined by AMA Pro Racing.

A2.1 Any supplemental rules, regulations, instructions or procedures established by AMA Pro Racing for the purpose of implementing, interpreting or enforcing these rules will be deemed to be part of the rules.

A2.2 The following offenses will be subject to disciplinary action by AMA Pro Racing. This list is provided as guidance to licensed entrants, riders and event credential holders but does not restrict AMA Pro Racing from invoking penalties for other actions detrimental to the sport which are not specifically contemplated herein.

- a. Falsifying one's age or ability to meet any of the various eligibility requirements as set forth by AMA Pro Racing, or in general, competing or attempting to compete in AMA Pro Racing sanctioned activities under false pretenses.
- b. Competing under a false name or in any other way attempting to gain an advantage.
- c. Abetting or knowingly engaging in any race in which the result is "fixed" or prearranged.
- d. Giving, offering or promising, directly or indirectly, any bribe in any form to any person in an attempt to circumvent AMA Pro Racing rules or procedures or to otherwise gain an advantage.
- e. Accepting or offering to accept any bribe in any form from any person in an attempt to circumvent AMA Pro Racing rules or procedures or to otherwise gain an unfair advantage.
- f. Refusing to provide a factual statement regarding an item under protest or appeal when requested by AMA Pro Racing or a party to the appeal, or interfering in any way with AMA Pro Racing's protest and appeal procedures in order to influence the outcome.
- g. Failing to ride in an event after entering without giving proper notice of non-participation.
- h. Engaging in a rider boycott, public protest or other similar concerted activity meant to stop, delay, or otherwise inhibit the start or completion of any portion of an AMA Pro Racing event.
- i. Engaging in any unfair practice, misbehavior or action detrimental to the sport of motorcycling in general, whether or not related to a specific competition.
- j. A physical or verbal attack on an AMA Pro Racing official and/or engaging in a fight. This includes any person who attacks or is involved in a fight anywhere on the premises prior to, during, or after an AMA Pro Racing event. There will be no maximum fine or suspension period for this offense.
- k. Refusal to submit a machine for inspection. Any team/rider refusing to immediately surrender their machine to AMA Pro Racing, or refusing to allow examination or measurement of a machine's components, will be in violation of these rules.
- l. Failure to re-enter the track at a point as close as practical to the point at which the rider left the track or slow down after leaving the course, and in so doing gaining an advantage.
- m. Receiving any form of prohibited outside assistance.

- n. Failing to immediately respect and comply with operational or warning flags/lights or other signals.
- o. Failure to attend riders' briefings or meetings.
- p. Riding at any time in such a manner as to endanger other riders, officials or the public.
- q. Wagering by a participant on the outcome of any AMA Pro Racing sanctioned race.
- r. Failing a test for drugs or refusing to submit to drug testing as required from time to time by AMA Pro Racing under its Substance Abuse Policy.
- s. Causing or attempting to cause a race to be stopped. At the sole discretion of AMA Pro Racing, a rider who is judged to have intentionally caused a red flag may be excluded from restarting the race in question.
- t. Failure on the part of a manufacturer/distributor to fulfill the requirements of approval.
- u. Any other act or actions deemed by AMA Pro Racing to be detrimental to the sport of motorcycle racing.

### **A3 Equipment Offenses and Penalties**

This section deals with violations of equipment regulations. Regardless of a motorcycle passing prior inspections, compliance with all applicable equipment rules must be made at the post race inspection. Any motorcycle found to be in violation of equipment rules may be assumed to have been in violation for the entire race event. In passing a motorcycle through technical inspection, AMA Pro Racing does not warrant that motorcycle's adherence with all rules. Each entrant and rider in AMA Pro Racing classes assumes full responsibility for any violation of equipment rules involving their motorcycle.

A3.1 Equipment offenses are divided into two categories:

- a. Category 1 - An equipment violation that could potentially or effectively enhance the performance of a motorcycle used in competition.
- b. Category 2 - All other equipment violations.

A3.2 Impounding of Motorcycles and Components:

- a. AMA Pro Racing may impound motorcycles or components for up to 45 days following an event in which such motorcycles or components were utilized in competition, to allow AMA Pro Racing to perform detailed inspections and testing.
- b. In the case of an appeal, AMA Pro Racing may retain custody of impounded equipment until the appeal process has been completed.
- c. In any case where a part has been determined to be in violation of AMA Pro Racing rules, that part may be held indefinitely by AMA Pro Racing, to prevent the use of that part in future AMA Pro Racing competitions. Entrants may submit requests in writing to AMA Pro Racing for the return of illegal parts which will be addressed on a case by case basis. Any parts found to be illegal will be held by AMA Pro Racing at least until the completion of the competition season.

A3.3 Penalties: At the discretion of AMA Pro Racing, any or all of the following penalties may be administered for violation of AMA Pro Racing Rules for Competition:

- a. Warning
- b. Probation
- c. Fine
- d. Total or partial loss of points or laps
- e. Total or partial loss of prize money
- f. Disqualification

g. Suspension

**A4 Protests**

- A4.1 Unless specifically excluded herein, entrants and riders may lodge protests on any matter regarding an event in which they were a participant. Such matters may include, but are not limited to, the conformity of a machine with these rules or the eligibility of a rider.
- A4.2 There are two types of protests: technical and administrative. Technical protests relate to the legality of motorcycles and components used in competition. All other protests will be defined as administrative.
- A4.3 Every protest must be made separately and in writing. Each protest must specify the violation of AMA Pro Racing rules or procedures which is alleged, and must be accompanied by a filing fee. For a technical protest the filing fee is \$1,000, for all other protests the filing fee is \$500. AMA Pro Racing will not accept verbal protests or protests which are not accompanied by the required fee.
- A4.4 The posting of provisional results starts the 30-minute protest period.
- A4.5 Final determination of the timeliness of a protest will rest with AMA Pro Racing and such decision will be final to all concerned.
- A4.6 Protests will not be accepted which concern the decision of AMA Pro Racing's timing and scoring.
- A4.7 Protests will not be accepted on decisions of AMA Pro Racing officials with respect to the interpretation of AMA Pro Racing rules as they pertain to race procedures or AMA Pro Racing office policies. Such decisions include, but are not limited to, establishment of grids and assignment of starting positions; the start of the race; jump starts; the control of the motorcycles; the decision to delay, stop or shorten a race; establishment of restart grids; the display of flags; assessment of finishing position, lap or time penalties; and disqualifications, whether from a single event or the entire race event.
- A4.8 AMA Pro Racing will render decisions on all protests as soon as possible. If it is not possible to render an immediate decision, AMA Pro Racing may permit a protested rider to compete under protest. In such cases, payment will be withheld of all affected points and monies pending a decision on the protest.
- A4.9 Once made, a protest cannot be withdrawn without the permission of AMA Pro Racing.
- A4.10 Any legitimate expense that AMA Pro Racing may incur as the result of a protest must be paid by the protesting party, and AMA Pro Racing may require in advance a deposit from the protesting party sufficient to cover such expenses. If the protest is upheld, however, such costs must be reimbursed by the protested party.
- A4.11 If AMA Pro Racing decides a protest in the favor of the protesting party, the protest fee will be refunded to the protesting party. A written report detailing the protest action will be forwarded by AMA Pro Racing.
- A4.12 If AMA Pro Racing decides a protest in favor of the protested party, they will keep the protest fee and produce a written report. However, in the case of a technical protest which involves the teardown or measurement of an engine, the protested party will be entitled to the protest fee.

**A5 Appeals**

- A5.1 Appeals may be lodged by entrants and riders to initiate AMA Pro Racing's administrative review process. An appeal may be lodged by a party which loses a protest and desires further review of the issue. 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 the event.)
- A5.2 An appeal must be in writing, signed by the appealing entrant or rider, and must state specifically the elements of the protest, fine, suspension, or technical disqualification being appealed and the grounds for the appeal. The appeal may either be filed at the event or submitted to:

AMA Pro Racing Technical Department  
AMA Pro Racing  
525 Fentress Blvd. Suite B  
Daytona Beach, FL 32114  
Phone: (386) 492-1014  
Fax: (386) 274-2335

The appeal must be received at AMA Pro Racing headquarters by 5:00 p.m. on the second business day after notification to the participant of the ruling or incident in question.

- A5.3 A filing fee of \$1,000.00 must accompany the appeal. The filing fee will be refunded only if the appealing party prevails. Laboratory fees must be paid by appealing party and are non-refundable.
- A5.4 The appealing party will be responsible for producing the following within five days of notification of the decision/incident being appealed:
- a. Copies of all written statements which will be offered as evidence at an appeal hearing.
  - b. A complete list of witnesses to appear at the appeal hearing. Attorneys are not permitted at appeal hearings.
- A5.5 AMA Pro Racing will review all materials submitted as required and will, in the interest of deterring unsubstantiated appeals, determine whether, in its sole and absolute discretion, the circumstances of the appeal warrant the convening of an appeal board.
- A5.6 Following the submission of an appeal, AMA Pro Racing shall take one of three initial actions:
- a. Rule in favor of the appealing party, take appropriate remedial action and refund the filing fee.
  - b. Convene an appeal board.
  - c. Determine the appeal to be without merit. If the appeal is determined to be without merit, an amount in addition to the \$1,000.00 filing fee may be assessed against the appealing party. This amount will be equal to the actual costs incurred by AMA Pro Racing in making the initial determination and shall be considered a fine under these rules such that all applicable rules regarding fines will apply.
- A5.7 If the matter being appealed is a dispute between two participants, AMA Pro Racing may mediate the matter in an effort to reach an agreement between the parties; but failing to do so, may convene an appeal board to hear the matter. For these purposes, a dispute between two entrants or riders is deemed to exist only if one party or the other has filed a formal protest against the other.
- A5.8 Each appeal board will consist of three persons with no material interest in the matter at hand. Selection of the appeal board members is at the sole discretion of AMA Pro Racing, which will make every effort to assure a fair and impartial hearing.
- A5.9 No evidence or other information will be given to the appeal board members in advance of the hearing, and AMA Pro Racing will use its best efforts to keep the composition of the appeal board confidential until the hearing. Any effort by any party to unfairly influence a member of an appeal board may result in disciplinary action. For these purposes any effort to discuss the matter under appeal prior to the hearing will be considered an attempt at influencing the appeal board member.
- A5.10 The time and place of the appeal hearing will be determined by AMA Pro Racing. The appeal hearing will be convened as soon as practical and barring delays will be held no more than 30 days after the ruling/incident being appealed.
- A5.11 AMA Pro Racing will designate an individual who shall serve as non-voting chairman of the appeal hearing. No other member of the appeal board will be an employee of AMA Pro Racing.



- A5.12 AMA Pro Racing will confirm the time and place of the hearing in writing to the appealing rider, such notice to be made at least 10 days before the hearing unless the appealing party agrees to shorter notice. Formal written notice will be deemed to have been given when mailed or faxed to the appealing party at the most recent address he or she has provided to AMA Pro Racing. AMA Pro Racing will make every effort to verbally confirm the time and place of the hearing with the appealing party.
- A5.13 Appearance at the hearing will be the responsibility of the involved parties. If the appealing party fails to appear, the appeal board may go forward with the hearing. In the event of a documented emergency on the part of the appealing rider, the hearing may be delayed.
- A5.14 The appeal hearing will be informal and rules of evidence will not apply. The following guidelines for conduct will, however, be enforced by the chairman:
- a. The chairman and members of the appeal board may at any time ask any questions they deem appropriate.
  - b. All parties involved in the appeal will be expected to provide full cooperation to the members of the appeal board in establishing pertinent facts and gathering information.
  - c. All comments from parties involved in a dispute will be to the appeal board members. No debate between the disputing parties will be allowed.
  - d. The appeal hearing will be a closed meeting with attendance restricted to the following: The chairman, the members of the appeal board, the party or parties directly involved in the appeal and their witnesses. Subject to the approval of the chairman, non-participating observers may also be admitted.
  - e. Any party to a matter under appeal may request a written statement from AMA Pro Racing or any AMA Pro Racing competition entrant or rider license holder believed to have relevant information. Refusal by any AMA Pro Racing official or license holder to provide a statement or testimony when requested may result in disciplinary action as provided for in these rules.
  - f. Information presented to the appeal board must relate directly to the matter under appeal. Discussion of past appeals or situations involving other participants will not be considered. The chairman may ask the appeal board to rule on the validity of information or testimony being presented.
  - g. Any party who fails to comply with these guidelines for conduct will be asked to leave the meeting and may be subject to disciplinary action.
- A5.15 The following order of business will be followed at appeal hearings:
- a. Introductions and summary of matter under appeal.
  - b. Presentation of written and oral testimony, with the party in a defense posture presenting its evidence last.
  - c. Questions from the chairman and appeal board members.
  - d. Closing statements, again with the party in a defensive posture going last.
  - e. After all evidence has been presented, the appeal board will go into executive session to consider its decision. The chairman may, upon the request of at least two members of the appeal board, be present as a consultant to this process. It is the responsibility of the appeal board to rule on the matter at hand within the context of existing AMA Pro Racing rules and regulations. Appeal boards are encouraged to make recommendations regarding such rules and regulations but have no power whatsoever to waive or modify rules that were in place at the time of the matter under appeal.
  - f. Decisions of the appeal board will be by simple majority.
  - g. Upon reaching a decision, the appeal board will inform the chairman of same and the chairman will assist in drafting the board's formal statement.
  - h. Upon completion of the appeal board's formal statement, the appeal hearing will be reconvened and the chairman will read the statement.
  - i. The hearing will be adjourned with the decision of the appeal board final to all parties.

- A5.16 If the appeal board members do not feel they can make a decision based on the evidence made available to them at the appeal hearing, they will have up to seven days to conduct further investigations and reach their decision. If no formal decision has been reached within seven days of the appeal hearing, the appeal board will be dismissed. At that point the AMA Pro Racing must either mediate a resolution to the appeal or convene a new appeal board.
- A5.17 AMA Pro Racing will reimburse actual expenses incurred by members of the appeal board. Parties and witnesses to the appeal will not be entitled to any such reimbursement.
- A5.18 If an appeal is upheld, the appealing party will be refunded the filing fee. If an appeal is denied, the filing fee will be retained by AMA Pro Racing to defray costs of the hearing.
- A5.19 While in the process of appealing a fine or suspension, a participant may continue to participate in professional events. However, this privilege may be denied, at the sole discretion of AMA Pro Racing, if the suspension is related to an offense under AMA Pro Racing Substance Abuse Policy or for operating a motorcycle or any motor vehicle in such a manner as to endanger the life or limb of other riders, officials or the public.
- A5.20 The participants to the appeal agree that the determination of AMA Pro Racing in the event the appeal is determined to be without merit or the appeal board is final, binding and shall not be appealable to AMA Pro Racing, any court, or any other tribunal. The participants to any protest or appeal further agree that the protest and appeal procedures provided for in the AMA Pro Racing Rulebook are the exclusive remedy for the resolution of any disputes and renounce the right to, and shall not pursue, recourse to any arbitrator, court or other tribunal not provided for in the AMA Pro Racing Rulebook. Any attempt to do so shall result in disciplinary action being imposed by AMA Pro Racing in its sole and absolute discretion. Said disciplinary action may include the permanent suspension of the entrant, rider, crewmember, other individual or motorcycle from participation in AMA Pro Racing sanctioned competition or any lesser disciplinary action deemed warranted by AMA Pro Racing.
- A5.21 The participants in the appeal agree that the publication of protests, appeals and the interim and final results of said protests and appeals may at the sole discretion of AMA Pro Racing be released to the public in any media deemed appropriate by AMA Pro Racing. The participants agree that they shall not bring a cause of action against AMA Pro Racing, or its respective directors, trustees, officers, employees, agents and assigns as a result of such publication.

## **MX Sports Pro Racing Substance Abuse Policy**

AMA Pro Racing has delegated and assigned the development, administration and enforcement of any and all professional motocross substance abuse testing to MX Sports Pro Racing (MXS). Accordingly, the following Substance Abuse Policy is implemented and enforced solely and exclusively by MXS. Compliance with the MXS Substance Abuse Policy and participation in the testing program is mandatory for all pro motocross licensed participants as a condition of participation in pro motocross competition.

The Substance Abuse Policy established by MXS serves as a supplement to the provisions of the AMA Pro Racing Rules for Professional Motocross Competition, and will be interpreted, enforced and applied exclusively by MXS. The MXS Substance Abuse Policy is binding upon all licensed participants in the same manner and to the same extent as the AMA Pro Racing Rules for Professional Motocross Competition.

Persons participating in any MXS event must agree to the following:

***“I recognize the importance of maintaining the safety and integrity of professional motorcycle racing. Accordingly, I agree to strictly comply with the MX Sports Pro Racing Substance Abuse Policy. I understand that my agreement to comply with the Substance Abuse Policy is an essential precondition to eligibility to compete and that I must abide by the Substance Abuse Policy and submit to such testing procedures as may be conducted from time to time at the sole discretion of MXS as a condition of participation. I further understand that any violation of the Substance Abuse Policy, or failure or refusal to submit to testing and honestly participate in any testing procedure, will result in immediate disciplinary action which may include the suspension of my eligibility to compete and denial of my privilege to participate in any MXS sanctioned events.”***

All licensed riders are provided a copy of the MX Sports Pro Racing Substance Abuse Policy, the Event Participant Notification of USADA Drug Testing, and the Consent to Doping Control, which they are required to execute with the issuance of their rider license.

### **Program Administration and Integrity**

The use, possession and/or trafficking of banned substances, methods, or the encouragement or counseling to use banned substances, or methods, and/or taking measures to mask the use of banned substances, or methods by any participant in competitions over which MXS has jurisdiction is prohibited.

Accordingly, MXS hereby adopts the World Anti-Doping Agency (WADA) Code and its anti-doping policies and procedures in order to ensure a clean, healthy and fair sporting atmosphere for all athletes. To administer this policy, MXS designates the U.S. Anti-Doping Agency (USADA).

USADA's anti-doping programs are comprehensive, including in-competition and out-of-competition testing, results management and adjudication processes, drug reference resources and therapeutic use exemption process, scientific research initiatives, and athlete and outreach education.

USADA shall have the responsibility to establish and conduct all testing strategies, collect all samples, transport all samples safely and securely to a WADA-accredited laboratory for analysis, maintain sample collection documentation, and manage all results.

The anti-doping and intravenous hydration rules for MXS events are set forth in the USADA Protocol and are fully applicable to each competitor, each member of the competitor's team, and all athletic support personnel involved in the events.

### **B1 Prohibited Acts and Substances**

Riders competing in MXS events are subject to blood and/or urine testing for any substances or methods on the World Anti-Doping Agency (“WADA”) Prohibited List: <http://www.wada-ama.org>. Participants are prohibited from using any such Prohibited Substances or engaging in any such Prohibited Methods as set forth therein.

### **B2 Rider Selection**

Unannounced tests of riders for prohibited substances and/or methods shall be conducted from time to time at the sole discretion of MXS. Riders chosen to provide specimens for testing shall include riders finishing or currently ranked in the top three (3) positions overall in each of the 450 and 250 classes, plus two riders per class selected at random, with all registered riders having an equal chance of selection. Selection of riders for random testing shall be overseen by the Program Administrator in collaboration with MXS.

### **B3 Reasonable Suspicion**

In addition to the podium and random selection, MXS may require designated riders or crew members to submit to urine, blood, breath and/or eye testing if officials have a reasonable suspicion that the person may have violated one or more provisions of this Policy. Conditions, observations, and/or reports that may cause MXS officials to have such a reasonable suspicion include, but are not necessarily limited to, the following:

- a. Red or droopy eyes, dilated or constricted pupils
- b. Slurred speech, stumbling or hyperactivity
- c. Needle marks
- d. Sudden, repeated disappearances
- e. Persistent sniffing, red or runny nose
- f. Time distortion, repeated tardiness or missed appointments
- g. Frequent accidents
- h. Inability to concentrate, remember or follow instructions
- i. Mental confusion, paranoia or manifestation of bizarre thoughts or ideas
- j. Violent tendencies, inability to control temper
- k. Extreme personality changes or mood swings
- l. Deteriorating personal hygiene or appearance as observed over time

In addition, MXS may require a designated rider to submit to a urine, blood, breath and/or eye test following any incident or accident involving injury, death or property damage.

### **B4 "In-Competition" Defined**

For purposes of MXS events, "In-Competition" means the period commencing twelve hours before the mandatory Riders Meeting conducted during a competition in which the Athlete is scheduled to participate, through the end of such competition and the sample collection process related to such competition."

### **B5 Sample Collection**

Sample collection shall be in accordance with the WADA International Standard for Testing. Testing strategies may include blood tests collected prior to an event and/or urine tests collected during an event.

### **B6 Sample Analysis**

All samples will be sent for analysis to a WADA-accredited laboratory. Samples shall be tested promptly, in accordance with the WADA International Standard for Laboratories ("ISL"), for the presence of prohibited substances and evidence of use of prohibited methods in accordance with the current WADA List of Prohibited Classes of Substances and Prohibited Methods for in-competition testing.

### **B7 Notification**

All tests results shall be reported promptly in a manner consistent with the terms and conditions of the USADA Protocol. Results are generally reported no earlier than six weeks following the conclusion of the event.

### **B8 Results Management Procedures**

In the event of a positive result from any test conducted, USADA shall have jurisdiction to manage the resulting case in accordance with the USADA Protocol and WADA Code ("Code"), and enforce all aspects of the USADA Protocol and the Code. Participant shall comply with any sanctions imposed through the Results Management Procedures set forth therein, including suspension from competition during any period of ineligibility imposed. Anti-doping rule violations will be adjudicated in accordance with the USADA Protocol. Arbitration under the terms of the USADA Protocol shall be the participant's sole and exclusive legal recourse and means of addressing any charge of doping, ineligibility, loss of results or any other issues arising from any anti-doping rule violation or any other matter arising in connection with the collection, transport, and analysis of samples, results management, or the reporting or communication of drug testing information or doping control results by USADA or its designees.

### **B9 Therapeutic Use Exemptions (TUE)**

In the event that a participant requires a therapeutic use exemption ("TUE") to use any prohibited substance or method, USADA shall, in its sole determination, either retain the responsibility to process the TUE application in accordance with the USADA Protocol, the Code and the WADA International Standard for Therapeutic Use Exemptions (the "IS TUE") or shall refer the application to the appropriate International Federation National Federation for processing.

### **B10 Penalties**

The penalties for a doping violation are significant, and may be established through any reliable means including, but not limited to, drug testing, admissions, third-party testimony, and circumstantial evidence. Penalties for first and subsequent offenses may include but not be limited to:

- a. Suspension from competition for an indefinite period, such period to cover a minimum of two-years, or a period to be determined by MXS. MXS shall at its sole discretion determine the effective date and length of suspension;
- b. Fine, and paid before reinstatement will be considered;
- c. Reimbursement of all testing and associated costs incurred by MXS, to be paid before reinstatement will be considered;
- d. Pass a subsequent test for prohibited substances/methods, such test to be conducted at a time and place as designated. The costs of the test are to be paid by the participant under suspension. Failure to pass this test may constitute a second offense of this Policy. Under no circumstances will any person be reinstated until they have passed a follow-up test;
- e. Compliance with all provisions of any probationary period imposed. During the probationary period, the participant shall be subject to further routine testing under the random and reasonable suspicion provisions of this Policy. Additionally, the participant shall be subject to unannounced urine or blood tests upon request. Costs of such tests are to be paid by the participant on probation; and
- f. Permanent ban from competition or participation in any MXS event in any capacity.

#### **B11 Non-Compliance with Policy Provisions**

Any participant refusing to participate in testing under this Policy or to execute the "Consent to Doping Control", or who fails to comply with any other procedures related to this Policy when instructed by MXS, shall be suspended from participation in any MXS competition for an indefinite period of not less than two years, in addition to any other penalties imposed by MXS in its sole discretion, or as set forth in the USADA Protocol.

#### **B12 Falsifying or Withholding Information**

Any participant who attempts to or does falsify, alter or otherwise tamper with a urine or blood sample, or any documentation related to the Substance Abuse Policy; or who attempts to or does withhold required information; shall be suspended from any participation in MXS competition for an indefinite period of not less than two years, in addition to any other penalties imposed by MXS in its sole discretion, or as set forth in the USADA Protocol.

#### **B13 Release of Information**

MXS reserves the right, in its sole discretion, to release and disclose the results of any substance abuse tests performed under this Policy, together with any conclusions and interpretations related to such test results or the performance of such tests. MXS further reserves the right, in its sole discretion, to release and disclose the background and details related to any disciplinary actions taken under the provisions of this Policy.

#### **B14 Treatment for Drug or Alcohol Abuse**

MXS does not recommend or provide specific drug or alcohol rehabilitation programs. Rather, MXS strongly encourages self-help and professional treatment for those afflicted with a drug or alcohol abuse problem. Many assistance programs, both public and private, are available and can provide quality care and treatment.

## Appendix C

### Sound Test Procedures

All motorcycles are subject to the following sound testing procedure:

**C1 Test Method:** The sound test method used shall be the **2 Meter Max** test.

**C2 Preparation of the Sound Meter:**

- a. Calibrate the sound meter at 94 dB or 114 dB to take into account the incidence of the wind foam ball
- b. Position the wind foam ball on the microphone
- c. Activate the 'A' weighing
- d. FAST time weighting must be activated
- e. Select range High 80~130 dB
- f. Activate the function MAX MIN – set on MAX

**C3 Test Site And Position of the Sound Meter:**

- a. The sound levels will be measured with the sound meter/microphone fixed on a tripod, in the horizontal position, at the rear of the motorcycle.
- b. For the place and position of the motorcycle, ensure that there are no solid obstacles within 33 feet around the microphone.
- c. The sound meter will be positioned at a distance of 79 inches behind the motorcycle, with an angle of 45° away from the centerline, on the exhaust side and at a height of 53 inches above the ground, with the sound meter level.
- d. The 79 inch distance is measured from the point where the center of rear tire touches the ground.
- e. It is preferred to make the tests on soft ground, not reverberating, i.e. grass or fine gravel.
- f. In other than moderate wind, machines should face forward in the wind direction.
- g. The ambient sound level must remain lower than 100 dB/A.

**C4 Positioning of the Motorcycle (reference points):**

- a. For a motorcycle: the contact point of the rear wheel on the ground.
- b. For motorcycles fitted with 2 exhaust outputs, the measurement will be made on the side of the air intake. If a central positioned air intake is used, both sides will be tested.
- c. To make repetitive measurements, all motorcycles can be positioned into a small frame fixed on the ground.

**C5 Operation of the Test:**

- a. The measurement is made with motorcycle on its wheels, with a hot engine.
- b. For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per machine.
- c. Other spare silencers may be presented after all participants have presented their motorcycle.
- d. The technical steward will be positioned on the right side of the motorcycle, not to screen or stand between the bike and the microphone. At no time should the technical inspector be in a position in front of the handlebars during the test.
- e. The mechanic presenting the motorcycle for testing will be positioned on the left side of the motorcycle during the test and is required to engage the clutch during the full throttle portion of the test.

- f. If a second steward is permanently attending the sound level checks, it is strongly advised for him to use earplugs, a headset or ear protectors.
- g. The motorcycle may be tested in any gear as directed by the chief technical inspector.
- h. The clutch MUST be engaged during the test.
- i. The Inspector shall open throttle as fast as possible until full open throttle (instantly, within 0.3 seconds). He will keep at max engine 'rpm' for up to 1 second. To end, the inspector will release the throttle quickly.
- j. If the result exceeds the limit, including 'after fire', the Inspector shall test the motorcycle, maximum 2 times more.
- k. For motorcycles equipped with an engine rpm limiter, opening the throttle will be made - instantly, within 0.3 seconds - and kept open until at least 1 second has evolved and/or when there is an audible sign of over revving the engine.
- l. For motorcycles without an engine 'rpm' limiter, the opening of the throttle will have to be lower than 2 seconds and/or when there is an audible sign of over-revving the engine.
- m. If the engine tends to suffocate, close the throttle slightly and re-open the throttle.
- n. If detonations appear, the measurement must be started again.
- o. For the sound level measurement, the handling of the throttle is limited only to the Inspector, who shall open the throttle himself in order to minimize the influence by another operator (for that, it is helpful to have the microphone equipped with an extension cable to the sound meter).

**C6 Measurement of the Sound Level:**

- a. When the measurement is considered acceptable, write down the result, then reset (push on the sideline) the MAX MIN setting until the disappearance of the previously displayed value.
- b. Push again on the sideline MAX MIN to arm the sound level meter.
- c. The sound level meter is then ready for the following measurement.
- d. An attempt by a participant to prevent his/her engine to reach the maximum published rpm figure will be considered a breach of the rules.
- e. Even after passing the sound control, if there is doubt, the motorcycle may be checked again.
- f. A noticeably lower engine speed is detected easily by hearing. If doubt, control of the value of the rpm limiter with a tachometer.
- g. A machine which does not comply with the sound limits can be presented several times at pre-race control.
- h. The silencers will be marked when they are checked and it is not allowed to change them after the verification, except for any spare silencer which has also been checked and marked.
- i. The end opening of the silencer shall remain unmodified once it has been checked and marked.
- j. Silencers fitted with removable end cap/adapters aimed to reduce the sound levels shall be marked and securely mounted to the silencer. If the removable end cap/adaptor becomes separated from the silencer during any practice/qualifying or race, the silencer will be deemed modified and the rider will be penalized.

**C7 Guidelines for Use of Sound Level Meters:**

- a. Sound level measuring equipment must include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.
- b. Two sets of equipment must be available in case of failure of tachometer, sound level meter or calibrator during technical control.
- c. Corrections: Class 1 or Class 2 sound meter deduct 2 dB/A

- d. Ambient temperature:
  - i. Below 50 degrees Fahrenheit deduct 1 dB/A
  - ii. Below 32 degrees Fahrenheit deduct 2 dB/A
- e. Precision of the method (tolerances): Round down the meter reading, e.g.: 114.9 dB/A = 114 dB/A.
- f. Action and decisions will depend on decisions taken during prior discussions with the Race Director and/or the Chief Technical Steward.

## **Appendix D**

### **Fuel Test Procedures**

- D1 AMA Pro Racing has sole authority to direct the administration of fuel tests, which may be carried out at any time during the course of an event.
- D2 The criteria for selection of the machines from which samples are to be taken will be at the sole discretion of AMA Pro Racing. The motorcycles selected for fuel sampling and testing will be placed in the impound area.
- D3 Containers for holding samples:
  - a. Must be clean and constructed of robust, fuel non-reactive, impermeable material.
  - b. Must be sealable.
  - c. Must have provision for identification.
- D4 The extraction of fuel from the machines must be directly from the fuel tank, and shall be subjected to initial fuel testing.
- D5 Should a fuel sample fail initial fuel testing, three (3) test samples will be collected from each selected machine. The containers must be immediately sealed and identified by reference to the machine from which the sample was taken.
- D6 This information must be entered on the AMA Pro Racing Fuel Sample Certificate, which must certify the date, place and time of taking the sample, the identity of the machine from which the sample was taken, and the identity of its rider.
- D7 The samples (A, B and C) must remain in the control of AMA Pro Racing. The rider or a representative of the entrant/rider/team must sign the fuel sample certificate acknowledging that a sample was taken, and the entrant or rider must receive a copy of the certificate.
  - a. Sample A and its certificate will be sent by express service to the official testing laboratory as determined by AMA Pro Racing, where the sample will be tested for compliance to the fuel specifications in accordance with standard scientific procedures.
  - b. Sample B and its certificate will be safeguarded at the AMA Pro Racing office and will be sent to the laboratory for testing if Sample A is found to be in non-compliance to the fuel specifications.
  - c. The results obtained from such testing must be attached to the laboratory's copy of the Fuel Sample Certificate and delivered to AMA Pro Racing as soon as practicable after the results have been obtained.
  - d. Sample C will be safeguarded at the AMA Pro Racing office for future testing if necessary.
  - e. Upon receiving the report from the laboratory that a fuel sample or samples are not in compliance with the rules, AMA Pro Racing will inform the entrant or rider and assess a penalty.
  - f. The competitor may only request a re-test to verify the results. The re-testing will be at the competitor's expense.



- g. If after the second test the fuel is found still out of compliance the competitor may not appeal the results or the penalty assessed by AMA Pro Racing.
- h. The independent testing laboratory, in issuing the results of the test, must also verify that the samples were received in good condition and with the seal intact.

## **Appendix E**

### **Glossary**

The following definitions and abbreviations are adopted for use in these Rules.

**Aftermarket** - Produced by a manufacturer or fabricator other than the original equipment manufacturer

**Bodywork** - Seat/tail section, body panels and fenders

**CC** - (acronym) Cubic centimeters

**CMO** - (acronym) Chief Medical Officer

**Chief Technical Inspector** – Official responsible for the inspection of motorcycles and equipment compliance before, during and after an event, as well as other technical and equipment procedures.

**Consolation Race** - A final qualifying race for those riders who did not advance from timed qualifying

**Displacement** - The volume swept by the piston in each stroke

**Disqualification** - The forfeiture of all awards, prizes and points earned in all competitions during the event

**DOT** - (acronym) United States Department of Transportation

**Entrant** – An entity responsible for the entry of a participant other than the licensed rider, e.g., OEM Team, Support Team, Private Team, Team Owner.

**Event** - a race consisting of a series of competitions

**Field** - All of the riders that compete in a race

**Grid** - Starting area of a race

**Homologation** - AMA Pro Racing approval process initiated by manufacturers or distributors of motorcycles. Only approved motorcycles may be utilized in AMA Pro Racing Motocross competition

**Manufacturer** - The original manufacturer of a motorcycle (not the distributor)

**Model** - A reference to a particular year and name assigned by manufacturers to certain motorcycles

**Moto** - A competition held within an event or race that awards championship points

**Motorcycle** - A rear wheel driven, two wheeled vehicle that is powered by a single engine for the purpose of racing

**OEM** - (acronym) Original equipment manufacturer

**Official Results** - A listing of the final finishing order of an event issued by scoring after the 30-minute protest period has expired

**Paddock** - Designated area primarily used for maintenance of event-entered competition motorcycles. May also include parking area for motorcycle transport and support vehicles

**Participant** - Every rider, mechanic, crew member, club, association, company, promoter and all other persons participating or in any way connected with an AMA Pro Racing race event

**Pit Crew** - Mechanics and/or assistants

**Pits** - Designated area directly adjacent to the racetrack that may include staging and signal zones. Access is limited to mechanics, officials or those with appropriate track pass credentials

**Provisional Results** - An initial listing of the finishing order of an event issued by scoring immediately following the race finish

**Promoter** - Any person or number of persons, company, corporation or club hosting, producing or organizing an event

**Qualify** - To advance to a final event by timed qualifying or qualifying race finish position

**Qualifying Race** - A preliminary race that may be used for elimination or to determine race starting positions

**Race** - A series of competitions held during an event, including timed-qualifying, consolation races and motos

**Race Director** - Official responsible for the overall management and direction of all racing competition and activities, rule interpretations, event entries, protests and penalties

**Race Position** - A rider's position based on the distance covered relative to the race leader

**Racetrack** - The actual racing surface and runoff areas, plus the pit road, grid and a test track (when provided), along with any other area where the riding of competition motorcycles is permitted

**Rider** - Any person who competes on the racetrack during an event

**Scoring** - Officials who provide all timing information and race results

**Signal Area** – Area of restricted access for mechanics to signal riders and/or perform mechanical assistance

**Staging Area** - The location where riders and machines are assembled prior to the start of an event

**Starting Gate** - Any of various types of movable barriers for lining up and giving an equal start to the riders

**Stock** - Parts manufactured and delivered by the OEM, which are identical to the parts installed on the motorcycle by the OEM before retail sale

**Superseded** - This term refers to new OEM parts that replace old parts for increased safety or durability but not to improve performance

**Suspension (with reference to penalties)** - The loss of all rights to compete as a rider or participate as a member of a pit crew for a stated period

**Technical Inspector** - Technician who inspects motorcycles and equipment of riders participating in an event.

**Timed Qualifying** - A race against time by an individual rider. Laps are electronically timed for each rider to determine qualifying order

**Transponders** – the official electronic scoring device for events. Devices are mounted to motorcycles by race officials during Technical Inspection. The devices send electronic signals to the scoring office enabling the capture of accurate timing information by which race results are determined.