



2015

AMXA

AMERICAN MOTOCROSS ASSOCIATION

Rulebook

UNDERSTANDING OF RULES:

If you do not understand ANY part of these rules, please see the AMXA Official. Who will be happy to explain them in terms that you will understand. No other (either track personnel or any other AMXA staff member) is authorized to give directives pertaining to any rules contained herein or any other.

The AMXA reserves the right to ban from competition, any person or persons who violate any rules set fourth within this rulebook.

The AMXA and/or each individual track reserves the right to refuse service to anyone.

Rules are subject to change at anytime without notice.

2015 MOTORCYCLE CLASSES

Peewee Beginner
Peewee Air cooled
Peewee 4-6
Peewee 7-9
Peewee Open

65 Beginner
65 6-8
65 9-11
65 Open

85 Beginner
85 7-11
85 12-16
85 Open
Supermini

Schoolboy (12-16)

150 Open

125 2 Stroke
250 2 Stroke

250/450 Beginner
250 Novice
250 Novice B
250 Intermediate
250 Pro

450 Novice
450 Novice B
450 Intermediate
450 Pro
Open Amateur

Over 25
Over 30 A/B
Over 30 C/D
Over 40
Over 50

Girls 65-105
Womens 125-450

2015 QUAD CLASSES

YOUTH

Jr. Peewee ATV 3-6 yrs.

50cc 2 Stroke - 70cc 4 Stroke

Sr. Peewee ATV 6-10 yrs.

50cc 2 Stroke - 70cc 4 Stroke

Peewee ATV Outlaw 3-10 yrs.

50cc 2 Stroke - 70cc 4 Stroke

Jr. Mini ATV 6-11 yrs.

70cc 2 Stroke - 107cc 4 Stroke

Sr. Mini ATV 8-12 yrs.

100cc 2 Stroke - 114cc 4 Stroke

Mini ATV Outlaw 6-12 yrs.

70cc 2 Stroke - 114cc 4 Stroke

Supermini ATV 8-15 yrs.

100cc 2 Stroke - 125cc 4 Stroke

Schoolboy ATV Jr. 13-15 yrs.

91-200cc 2 Stroke - 200-400cc 4 Stroke

Schoolboy ATV Sr. 16-24 yrs.

200cc-400cc

Youth ATV Outlaw 13-17 yrs.

91-200cc 2 Stroke - 200-400cc 4 Stroke

ADULT

ATV Beginner

ATV Novice

ATV Intermediate

ATV Expert

ATV Over 30

ATV Over 40

ATV Over 50

Womens ATV

ATV Outlaw

AYV Utility 16 yrs and up

200-500cc Must Have Racks.

2015 Rules

The rules of competition are intended solely as a guide to provide for uniform and fair competition at events. All participants are responsible for assessing for themselves, the track, facilities, and/or existing conditions thereof and all other matters relating to safety and must rely on their own judgement and assume all risks in choosing to participate, rules directed or related to safety are promulgated to make all persons concerned with safety, however, AMXA, neither warrants safety if the rules are followed nor compliance with them.

THE AMXA RESERVES THE RIGHT TO BAN FROM COMPETITION, ANY PERSON OR PERSONS WHO VIOLATE ANY RULES SET FORTH IN THIS RULE BOOK ALL RULES WILL BE INTERPRETED BY THE ASCS COMMITTEE.

ALL PERSONS ENTERING THE DATE AT ANY AND ALL AMXA EVENTS MUST WEAR WRIST BANDS AT ALL TIMES.

Special Note: Participants are solely responsible for their safety at AMXA racing events and should assess their own ability to negotiate each individual track or course. Participants who doubt the competence of officials, have concerns about the safety of the course, or their own ability to negotiate the course, or are uncertain about the condition of their vehicle, or doubt the competence of fellow competitors, should not participate.

RELEASE AND WAIVER OF LIABILITY: Every person who enters any area of an AMXA event MUST sign a release and waiver of liability. Any person who fails and/or refuses to sign said waiver of release of liability shall be considered to be TRESPASSING at the event.

INSURANCE: Rider Medical Insurance IS NOT PROVIDED by the AMXA for any event (race, practice, etc.) You are responsible for your own insurance.

MINORS: Parents, legal guardian or “authorized adult” must complete a minor release. In the case of “authorized adult” he/she must provide notarized legal documentation of said authorization of guardianship with minor release to the clerk at registration. The AMXA will retain original said documentation as property owned by them, the authorized adult should retain a copy for their own records or needs. All persons signing a minor release must remain with said minor until the conclusion of the event or until competition is complete. All persons signing any release for a minor must be prepared to show proof of identity and/or guardianship.

PIT RIDING: No pit riding allowed. Race bikes may be ridden to and from the race track entrance and exit for the purpose of competing in your practice or moto. AUTHORIZED PIT VEHICLES ARE AS FOLLOWS: Golf Carts, 4 wheelers, 4 and 6 wheel utility vehicles. Operators of authorized pit vehicles must be a minimum of 16 years of age and possess a valid drivers license. Pit speed limit is 5 MPH. Failure to comply with this rule will result in your riders immediate disqualification from the days event. NO REFUND OF ANY MONIES OR ENTRY FEES WILL BE MADE.



GENERAL RULES

Riders jumping the gate, backing up, or having someone push them off the gate, the race will be red flagged and you will be required to restart backwards. Refusal to abide by this will result in disqualification.

At any time it is forbidden to ride in the reverse direction on the course.

All riders must wear a helmet at all times when riding a motorcycle. All helmets must meet current DOT or SNELL standards and be in good condition.

All inquiries or suggestions should be addressed to a AMXA Race Steward, We will always consider amendments and hear grievances.

NO REFUNDS/RAIN CHECKS AFTER YOUR PRACTICE HAS STARTED.

Signup will close ONE hour before the races are scheduled to start, there will be a \$10.00 late signup fee or class change fee after signup has closed.

Riders must stay in the marked course, any rider leaving the course for any reason during a moto must return to the track safely without bettering their position or endangering riders, spectators, or track officials.

It is the duty and responsibility of the rider to determine the class in which he or she belongs.

No one except the entered rider is allowed to practiced or ride on the race course during the day's event.

No one rider or his representative will be allowed to hold, station, himself in a preferred position on the start line in advance of the riders moto. No practice starts are allowed without the approval of the starting line official.

No soliciting or distributing of literature of products will be allowed unless you have prior approval of the AMXA race Director.

Peewee parents are encouraged to assist all downed or stalled peewee riders in an organized manner. Interference with another riders progress will be cause for disqualification.

In the event that there is a starting gate malfunction, a restart will be a the sole discretion of the AMXA Race Steward.

No rider substitutions

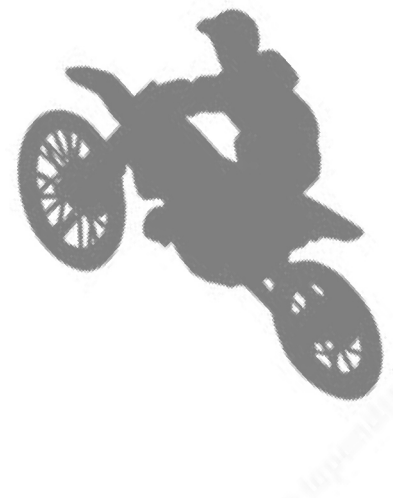
You must rider the same bike in the second moto as you did in the first.

Kickstand must be removed.

At least one efficient brake, handlebars must be for motocross and have end covers.

AMXA officials are not responsible for locating riders for their event.

A rider will not be moved up just because they are fast.



FLAG SIGNALS:

All Flag signals must be obeyed immediately by all riders. A rider who disregards any flag signal will be penalized.

YELLOW: CAUTION competitor **MUST RIDE WITH EXTREME CAUTION** until they have passed the incident that caused the yellow flag. **THERE IS NO PASSING, DOUBLING, TRIPLING, OR IMPROVEMENT OF POSITION.** Penalty is one lap for every infraction or as determined by the race director. **PENALTY WILL BE AT A MINIMUM OF BEING DOCKED 1 LAP.**

***NOTICE:** Yellow flaggers are in place to signal oncoming riders of a potentially hazardous condition on the track. They are not in place to assist downed riders. Any verbal or physical abuse of any flagger shall be grounds for disqualification of you, and/or your rider from any further participation in any AMXA event.*



BLACK FLAG: Rider must stop and report to the AMXA Race Steward.

RED FLAG: The race has been stopped, report back to the starting line.

WHITE FLAG: Last Lap of the race, this is a courtesy flag and does not have to be displayed at the beginning of the last lap.

CHECKERED FLAG: End of the race, all riders **MUST EXIT THE TRACK**, no making up the laps that a rider is down.

PARTICIPANT CONDUCT:

All riders are responsible for the actions and conduct of their parents, and/or pit crew. A rider or a member of the riders pit crew found riding in the pit area will be subject to the rider being penalized and/or disqualified. Any rider, mechanic, or anyone associated with the rider must not consume or be under the influence of intoxicants, or drugs that could affect normal mental or physical ability.

Any foul riding, unnecessary bumping, crowding with lack of caution, course cutting, or other unsportsmanlike conduct at the race event is grounds for penalty and/or disqualification as determined by the AMXA race Steward.

Any verbal harassment to officials will be grounds for penalty and/or disqualification as determined by the AMXA race steward.

NO FIGHTING

Fighting is defined as any physical contact with the intent to cause harm on any person.

Any fighting by the rider, pit crew, and/or family will be grounds for disqualification and/or penalties determined by the AMXA race steward, if disqualified the rider loses all points earned that day, and/or for the series and no money will be refunded for that day's event, and/or the series events already attended.

Lapped riders must move over or be black flagged.

NO ALCOHOLIC BEVERAGES OR ILLEGAL SUBSTANCES will be allowed at any events. Riders should not use any of the above mentioned substance before or during an event as long as they remain in competition. Any rider impaired will not be allowed to compete, and will be disqualified for the rest of the series.

SCORING PROCEDURES:

Final results will be tabulated from 2 motos as is customary for motocross events. Unless otherwise specified the Olympic scoring method will be used as follows: Riders earn points in each moto according to their respective finish position. Points are awarded for each moto finish, points shall be as follows. 1 point for first, 2 points for 2nd, 3 points for 3rd and so on, the rider with the least amount of points is declared the winner, in case of a tie the winner shall be determined by who finishes better in the second moto.

Series points are awarded on a per moto basis.

DNS (did not start) - A rider not coming to the starting line and completing one lap. Rider will receive no points for that moto.

DNF (did not finish) - A rider not able to finish a moto.

Any rider receiving a DNS, DNF, or a rider that has been disqualified in either moto can not finish in a better position than a rider that ran both motos.

If during the riders meeting it is stated that the motos will be 5 laps and for some reason is not stopped until the 6th lap or more it will be considered over at the end of the 5th lap.

If it becomes necessary to run qualifiers for a class, the TRACKSIDE PROGRAM will randomly divide the classes into heats and LCQ's.

A rider must be on the starting line, and complete one lap under his/her power in order to be scored for the day's event.

MOTO CANCELLATIONS

In the event that both motos of a series round cannot be completed due to bad weather, lack of sunlight, or any other uncontrollable circumstance, all races for that day will be deemed completed based on the number of motos ran. The ASCS and the track operators will make every effort possible to run a full set of motos. If however any round cut short due to extenuating circumstances the above rule will be in effect. (Example: The ASCS runs 36 individual classes. 32 first motos and 32 second motos. The first set of motos is ran. During moto 7 of the second round of motos it starts to rain, by the end of the 7th moto the track is so bad that we are unable to continue the races. The races are called due to the weather. All of the races thru moto 7 would be scored based on 2 motos. Moto 8-32 would be scored based on 1 moto.

NUMBER AND NUMBER PLATES:

There must be 3 plates on each motorcycle, one in front and one on both sides. Numbers on plates must be at least 6 inches high and 1 inch in width, all numbers and plates must be in contrasting colors. Black on white and/or white on black. Standard block lettering, any number plate which officials find to be non readable must be corrected before that machine is allowed to race.

In the event two riders in the same class have the same numbers the earliest entry gets the first choice of number. The second entry will be required to put on X or change their number. This will be necessary to assure accuracy in scoring. If you are assigned to make changes you must. You may have to change, so be prepared.

PRACTICE:

The starting area will be used to stage all groups for practice; there is no starting from the sidelines. You will be required to display your practice sticker. Practice sticker must be firmly attached to your front number plate you will not be allowed on the track without one. **If you fail to display your practice sticker, or if you enter the track anywhere other than the designated starting area you will be black flagged.**

During practice there is no riding off course or turning around to retry an area. This is extremely dangerous. You must ride in the practice designated for your bike size and skill level.

DO NOT RIDE IN THE WRONG PRACTICE, first offense black flagged, 2nd offense rider must start backwards for their first moto, if the rider does not comply with his penalty he will be disqualified from the event, and there will be no refund of monies.

RIDERS ELIGIBILITY:

A rider can not ride up a class or division (example 50cc in 65cc class).

The beginner class is intended for riders who have just began to race and have not competed for more than 1 year. This does not matter how many times the rider has raced nor does it matter what bike size you start on for this ruling to apply. Unless in the opinion of the AMXA Race Director deems to ride a skill level of a beginner.

A rider who is moving up in engine displacement (example: 65cc to 85cc) that wishes to drop down to the beginner status, must petition the AMXA Race Director in writing for approval.

Novice B Class: is meant to be a stepping stone between the Beginner and the highly competitive Novice class, 85 riders moving up can use this class as a stepping stone, unless in the opinion of the AMXA Race Director the rider rides at a skill level of a Novice.

Novice classes are for those riders having more than a year racing experience.

The 85cc classes have an age cutoff of 16. The age as of January 1, 2015, determines which age group in which you ride. You must ride in your age group, you are not allowed to ride up.

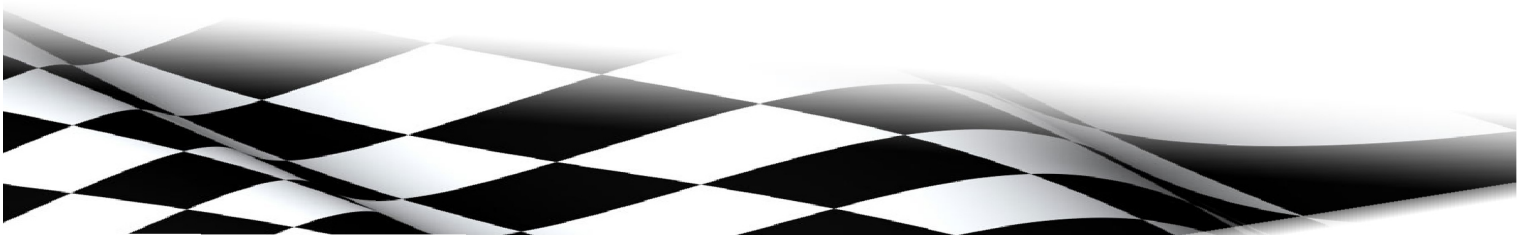
In the age group classes a rider turning a different age, after Jan 1, 2015 will be allowed to remain in the same class until the end of the year.

Riders entered in any minicycle (50cc, 65cc, 85cc) beginner class can not run any age group class of the same engine displacement.

All age group class are as of Jan 1, 2015

Vet Classes must show proof of age at signup.

All Classes are considered modified.



MINICYCLE CLASS SPECIFICATIONS:

The 50cc Peewee class is for riders through the age of 4-9.

In the Peewee Beginner and/or Peewee 4-6 class. The maximum peewee wheel size is Rims 10” and tires 2.75 X 10.

In the Peewee 7-9 and/or Peewee Open, the maximum Peewee wheel size is 12” and tires 2.5 X 12.

Peewee Beginners class you may run a senior or Jr. Bike.

Senior bikes are not allowed in the peewee 4-6 class.

This includes any modifications to a senior bike to make use of Junior parts (wheels, carburetor, etc...).

65cc Classes is for rider through the ages of 6-11.

85cc Class are for riders through the ages of 7-16.

85cc Class displacements is 85cc 2 strokes, and 150cc 4 strokes.

CR150F “Small Wheel” can be ridden in the 85cc Beginner, Jr., Sr., 85 Open, Supermini, Schoolboy, and 150F Open.

CR150F “Big Wheel” can be ridden in the Supermini, Schoolboy, Womens, 150F Open.

85cc “Big Wheels” can be ridden in the 85cc Beginner, Supermini, Schoolboy, Womens.

100cc - 112cc 2 strokes (big or small wheel) bikes can only run in the Supermini and Schoolboy classes.

MOTORCYCLE CLASS SPECIFICATIONS:

250cc 2 Stroke or 4 Stroke bikes are eligible in the 250cc, 450cc, Over 25, Over 30 A/B, Over 30 C/D, Over 40, Over 50, Women Classes and Schoolboy..

450cc bikes are eligible in the 450cc, Over 25, Over 30 A/B, Over 30 C/D, Over 40, Over 50, and Womens Classes.

Schoolboy Classes: 85cc 2 Stroke, 150cc 4 Stroke, 125cc 2 Stroke, 250cc 2 Stroke or 4 Stroke.



PROTEST

All protest must be in writing and given to the AMXA Race director not more than 20 minutes after the race results have been posted.

All protest regarding rider classification, must be accompanied by proof that the rider has ridden a higher class. All clerical protest regarding scoring and rider conduct on the track have NO FEES. IT MUST BE IN WRITING AND WITHIN THE 20 MINUTE PROTEST PERIOD. AFTER 20 MINUTES HAS PASSED THE SCORES ARE CONSIDERED FINAL. Protest may only be submitted by the rider concurrently entered in the class of the rider under protest, except in the case of injury of protesting rider, or in the minicycle classes, which a legal guardian or parent may file for the rider.

TECHNICAL PROTEST

All protest regarding piston displacement must be submitted to the AMXA Race director within 20 minutes after the race results have been posted.

Technical protest become official upon payment of \$200.00 cash protest fee. If the protest is valid the fee is returned. If it is found invalid the fee will be forfeited to the protested rider.

If the protest requires the tear down of the engine, the protested bike will not be dismantled until the completion of the final moto in which it is legally entered however, the motorcycle maybe subject to impounding between motos.

Note: A rider may continue to participate under protest pending the resolution of the protest. Every effort will be made to rule on protests in a timely manner.

CHECK POLICY

Checks may be written for the amount of entry fees only.

Must be provide valid ID when presenting check.

Return check fee \$30.00

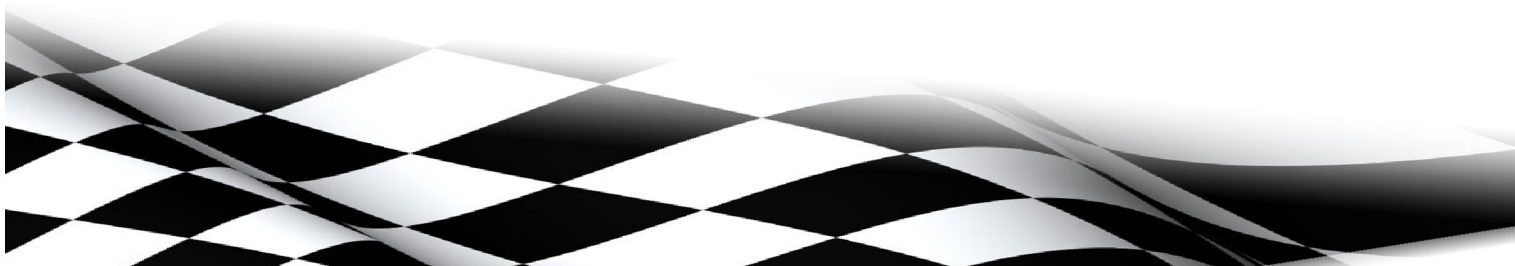
1st return check - loss of privilege 6 months

2nd return check - loss of privilege 1 year

3rd return check - loss of privilege.

DEBIT / CREDIT CARDS

Debit cards and credit cards are accepted with a \$3.00 convenience fee charge.



Supplemental Series Rules

The **Arkansas State Championship Series** will be a 10 round 20 moto series, you will drop your worst 4 motos. We will take the best 16 motos to count towards series overall and awards.

You must run 8 of 10 rounds to be eligible for end of series awards.

5 point bonus to run all rounds.

The rider in each class with the most points, after dropping your worst 4 motos will be the class winner.

Championship tie breaker criteria: First: Number of wins, Second: number of events entered, Third: Last moto finish where both rider participated.

Pro Payout 200% to be paid out 100% per moto.

SERIES POINTS:

Points will be awarded on a per moto basis.

POINT SYSTEM

Points will be awarded as follows:

1st - 15	9th - 7
2nd - 14	10th - 6
3rd - 13	11th - 5
4th - 12	12th - 4
5th - 11	13th - 3
6th - 10	14th - 2
7th - 9	15th - 1
8th - 8	16th - last place -1



Supplemental Series Rules

The **AMXA Sooner Series** will be a 6 round 12 moto series, you will drop your worst 2 motos. We will take the best 10 motos to count towards series overall and awards.

You must run 4 of 6 rounds to be eligible for end of series awards.

5 point bonus to run all rounds.

The rider in each class with the most points, after dropping your worst 2 motos will be the class winner.

Championship tie breaker criteria: First: Number of wins, Second: number of events entered, Third: Last moto finish where both rider participated.

Pro Payout 200% to be paid out 100% per moto.

SERIES POINTS:

Points will be awarded on a per moto basis.

POINT SYSTEM

Points will be awarded as follows:

1st - 15	9th - 7
2nd - 14	10th - 6
3rd - 13	11th - 5
4th - 12	12th - 4
5th - 11	13th - 3
6th - 10	14th - 2
7th - 9	15th - 1
8th - 8	16th - last place -1



Supplemental Series Rules

The **Arkansas Night Series** will be a 10 round 20 moto series, you will drop your worst 4 motos. We will take the best 16 motos to count towards series overall and awards.

You must run 8 of 10 rounds to be eligible for end of series awards.

5 point bonus to run all rounds.

The rider in each class with the most points, after dropping your worst 4 motos will be the class winner.

Championship tie breaker criteria: First: Number of wins, Second: number of events entered, Third: Last moto finish where both rider participated.

Pro Payout 200% to be paid out 100% per moto.

SERIES POINTS:

Points will be awarded on a per moto basis.

POINT SYSTEM

Points will be awarded as follows:

1st - 15	9th - 7
2nd - 14	10th - 6
3rd - 13	11th - 5
4th - 12	12th - 4
5th - 11	13th - 3
6th - 10	14th - 2
7th - 9	15th - 1
8th - 8	16th - last place -1



Supplemental Series Rules

The **Saturday Night Thunder Series** will be a 7 round 14 moto series, you will drop your worst 2 motos. We will take the best 12 motos to count towards series overall and awards.

You must run 5 of 7 rounds to be eligible for end of series awards.

5 point bonus to run all rounds.

The rider in each class with the most points, after dropping your worst 2 motos will be the class winner.

Championship tie breaker criteria: First: Number of wins, Second: number of events entered, Third: Last moto finish where both rider participated.

Pro Payout 200% to be paid out 100% per moto.

SERIES POINTS:

Points will be awarded on a per moto basis.

POINT SYSTEM

Points will be awarded as follows:

1st - 15	9th - 7
2nd - 14	10th - 6
3rd - 13	11th - 5
4th - 12	12th - 4
5th - 11	13th - 3
6th - 10	14th - 2
7th - 9	15th - 1
8th - 8	16th - last place -1



Supplemental Series Rules

The **Arkansas State Quad Championship Series** will be a 9 round 18 moto series, you will drop your worst 2 motos.

We will take the best 16 motos to count towards series overall and awards.

You must run 7 of 9 rounds to be eligible for end of series awards.

5 point bonus to run all rounds.

The rider in each class with the most points, after dropping your worst 2 motos will be the class winner.

Championship tie breaker criteria: First: Number of wins, Second: number of events entered, Third: Last moto finish where both rider participated.

Pro Payout 200% to be paid out 100% per moto.

SERIES POINTS:

Points will be awarded on a per moto basis.

POINT SYSTEM

Points will be awarded as follows:

1st - 15	9th - 7
2nd - 14	10th - 6
3rd - 13	11th - 5
4th - 12	12th - 4
5th - 11	13th - 3
6th - 10	14th - 2
7th - 9	15th - 1
8th - 8	16th - last place -1

