2017 Rulebook

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ARTICLE 1. CONSTITUTION

The Arizona Motorcycle Riders Association is making an effort to promote off-road motorcycling in Arizona. Our intent and purpose is not to compete with other organizations, but to help organize and cooperate with clubs.

The Arizona Motorcycle Riders Association meets monthly to consider and act upon all suggested rule changes in the best interest of off-road motorcycling. This committee, representing the desert riding motorcycle clubs of Arizona, realizes that the rules need changing from time to time and therefore urge all contestants to be fair and to abide by the decisions of this committee.

The powers of each member of the Association Committee are both legislative and administrative for the good of all concerned. This committee will accept for consideration all suggestions and/or comments deemed helpful. Send all correspondence to: comments@amraracing.com.

ARTICLE 2. ORGANIZATION

SECTION 1. OFFICERS

The Officers of AMRA shall be made up of:

i) Executive Board: President, Vice-President, Secretary and Treasurer. The term of office for the Officers is July 1 through June 30 of each year. Executive Board Officers are elected via secret ballot at the March meeting of each year by the Club Representatives.

ii) Appointed Officers: Big Bike Steward, Mini Bike Steward, Sponsorship Coordinator, Media Relations, and Website Administrator. The term of office for the Appointed Officers is July 1 through June 30 of each year. Appointed Officers are appointed by the Executive Board.

iii) Competition Committee Representatives. These representatives are appointed by their respective clubs to represent the club at all Competition Committee meetings.

SECTION 2. OFFICER ATTENDANCE

All Executive Board Officers (President, Vice-President, Secretary and Treasurer) of the AMRA Competition Committee must attend fifty percent of the regular meetings, or forfeit membership to this committee. An Officer can be removed from the board if 75% of the board (President, Vice-President, Secretary and Treasurer) votes to remove an Officer. After that has taken place, the Competition Committee will elect a new Officer.

Appointed board members are encouraged to attend as many meetings as possible.

SECTION 3. CLUB MEMBERSHIP

Membership to this Competition Committee shall be open to any off-road motorcycle club that is interested in bettering the sport of off-road motorcycling. The Competition Committee, with a majority vote, must approve clubs applying for Membership. Club Membership can be terminated at any time with a majority vote from the Competition Committee. Club membership fees are $100 per year with a $25 late fee if the dues are not paid by August 1.

SECTION 4. VOTING

Each member club is allowed a maximum of two (2) votes. There must be a representative for that club present to cast a vote. If only one Club Representative is in attendance, then that club may cast only one vote. Executive Board Officers may not act as Club Representatives. Only Club Representatives are allowed to vote at Competition Committee meetings. The President, or his designee, will cast the deciding vote in the event of a tie.

SECTION 5. CLUB ATTENDANCE

Member clubs should be represented at all meetings. Member clubs that fail to be represented at two (2) consecutive regular meetings are subject to censure by the Competition Committee.

SECTION 6. OFFICER FEES

All AMRA officers (President, Vice-President, Secretary, Treasurer, Big Bike Steward, Mini Bike Steward, Sponsorship Coordinator, Media Relations and Website Administrator) shall receive free AMRA competition membership, entry fees and free admittance to the premises of any AMRA competition event. Comp'd entries must be redeemed before pre-entry closing and may be transferred to another individual if the AMRA Officer so chooses.

ARTICLE 3. ADMINISTRATION

SECTION 1. MINUTES

Minutes of the meetings of the committee will be kept on record and made available to member clubs at any time.

SECTION 2. COSTS OF OPERATION

Administration costs incurred by AMRA will be offset by the collection of six dollars ($6.00) surcharge for each rider entered in an official AMRA sanctioned Big Bike event (comp’d entries are excluded). There is no surcharge for mini series riders.

SECTION 3. POINTS

The Big Bike Steward and Mini Bike Steward shall set up and administer the points standings in MotoTally. Points standings will be updated with each race result posting.

SECTION 4. EVENT OFFICIATING

Member clubs will be responsible for officiating their own events. All disputes or disqualifications must be reported to the official AMRA Steward during or after the event by the promoting club's referee. Decisions rendered by the promoting club may be subject to appeal by the affected party or review by the Competition Committee.

SECTION 5. ADMINISTRATION OF RULES

Each member club of this committee shall be responsible for the administration of the by-laws, competition rules, and decisions rendered by this Committee while in the operation of club promoted events.

SECTION 6. PROCEDURES

All procedures will be governed by necessity and convenience of this Committee. Common sense shall be the guiding factor.

SECTION 7. POWER OF STEWARDS

The Stewards have the power to disqualify riders even though no protest has been lodged. All event officials and AMRA Officers have the power to disqualify Pit Racers. Riders and Parents may be disqualified for un-sportsmanlike conduct at the discretion of the Stewards. It is the responsibility of the promoting club to appoint a Tech Inspector. If a club fails to do so AMRA Stewards may appoint a Tech Inspector, who has the power to require compliance with AMA, AMRA and the presiding land managers rules regarding motorcycle safety and equipment before a rider is allowed to compete.

SECTION 8. PROTESTS

a. If the Steward is unable to resolve any disputes arising between the promoting club and the contestants, then it shall be the duty of this Committee, upon receipt of a written protest, to investigate and make a final decision. Protests may be submitted whenever verbal communication fails to bring a decision satisfactory to all parties. All protests will be decided by the Competition Committee. This Committee will have final determination in all matters brought before it.

b. The Competition Committee will notify all parties involved after receiving a written protest. This notification will be made in writing no later than the next regularly scheduled meeting, and/or three (3) weeks after receiving the protest. The notification will specify the time and place of the Competition Committee meeting that will resolve the protest.

c. All protests (whether of the rider, machine or rule violation) must be clearly stated in writing and signed, and be accompanied by the appropriate protest fee. Protests, except scoring results not posted the day of the race, must be made on the day of the event. They must be presented to the appropriate steward and/or the club promoting the event no later than one (1) hour following the termination of the event in question.

d. Protests about scoring results that are not posted the day of the event must be submitted within five (5) days of the posting of the results.

e. Protests involving rule violations or the actions of the promoting club must be clearly stated in writing and be accompanied by a protest fee of fifty dollars ($50.00). If the protest is found valid (in favor of the protestor), the protest fee will be returned to the person making the protest. If the protest is declared invalid (against the protestor) then the protest fee is forfeited. The Competition Committee will decide who receives the protest fee; the protested club, the AMRA treasury, or some other deserving party.

f. Protests involving another rider must be clearly stated in writing and be accompanied by a protest fee of fifty dollars ($50.00). If the protest is found valid (in favor of the protestor), the protest fee will be returned to the person making the protest. If the protest is declared in favor of the protested rider, this rider will receive the protest fee ($50.00).

g. Protests regarding displacement of engines must be made in writing and accompanied by a fee of one hundred fifty dollars ($150.00). If the official referee decides for the protester, then the fee will be returned. If the referee decides for the rider being protested then the fee will be given to the person being protested.

h. A protested motorcycle shall be impounded by the respective AMRA Steward at the time of protest and held by the said Steward until protest dispute is properly disposed. Alleged displacement violators shall have the right to request tear-down and measurement by an impartial motorcycle shop. Should the motorcycle shop find in favor of the protested contestant then the protester shall pay all tear-down and assembly costs.

SECTION 9. APPEALS

a. All members of AMRA may appeal to the Competition Committee any decision made by any promoting club or any AMRA official. This Committee will have final determination in all matters brought before it.

b. Decisions and actions made by host club officials and AMRA Officers (i.e. disqualification, change in finish position, etc.) may be appealed to the Competition Committee. The appeal must be made in writing and be accompanied by a fifty dollar ($50.00) appeal fee. The appeal must be made within five (5) days of the posting or announcement of the club's decision.

c. Decisions and actions by AMRA officials (i.e. disqualification because of pit crew pit racing, etc.) may be appealed to the Competition Committee. The appeal must be made in writing and be accompanied by a fifty dollar ($50.00) appeal fee. The appeal must be made within five (5) days of the action.

d. Decisions made by a Tech Inspector may be appealed to the Competition Committee. This appeal must be made in writing and be accompanied by a fifty dollar ($50.00) appeal fee. The appeal must be made within five (5) days of the action.

e. A member may appeal the Steward’s decision regarding classification to the Competition Committee. This appeal may be in writing or heard at any regular meeting of this Committee. There is no fee for this appeal. The member may appeal his classification at any time.

SECTION 10. SETTING THE RACE CALENDAR

Calendar will be decided by mutual agreement of all clubs. Should there exist a conflict that cannot be resolved then races and dates will be determined by the following bidding system. Each club shall submit in writing a list of race dates desired, according to preference, to the Competition Committee. The lowest preferences shall win the date. If two clubs bid the same preferences, then the club that had the date last shall win the date, i.e., Club A chooses February 28 as first preference and Club B chooses February 28 as second preference, Club A gets the date; if Club A and Club B both have February 28 as first preferences, the club that had February 28 (or the corresponding weekend) the previous year gets the race.

SECTION 11. CANCELLATION OF RACES

If a club cancels a date that has been awarded, the members of that club are subject to a fifty percent (50%) loss of points unless the following procedures are taken:

i) The approval of the Competition Committee; or if there is insufficient time, then by approval of seventy-five percent (75%) of the presidents of member clubs. The subsequent approval of cancellation by the AMRA Competition Committee is required.

ii) Notification of race cancellation shall be posted at www.amraracing.com at least seven (7) days prior to the scheduled race.

iii) There is sufficient reason for cancellation.

SECTION 12. ADDITION OF EVENTS

Should a club wish to sponsor a race on an open or canceled date, they shall meet the following requirements:

i) The approval of the Competition Committee; or if there is insufficient time, then the approval of seventy-five percent (75%) of the presidents of member clubs.

ii) Notification is posted at www.amraracing.com seven (7) days prior to the event.

iii) Obtain approval(s) from the respective land owner(s) / manager(s).

ARTICLE 4. BY-LAWS

SECTION 1. REPRESENTATIVES

The Competition Committee Representatives shall at a minimum meet once every Quarter with additional meetings scheduled as agreed upon by the committee. The member clubs shall choose (in their own manner) two (2) representatives and two (2) alternates to sit on the AMRA Competition Committee. Each host club shall submit to the officials of AMRA names of their two (2) representatives and two (2) alternates prior to the July AMRA meeting.

SECTION 2. RIGHTS OF REPRESENTATIVES

Only the member club representatives of the Competition Committee and/or alternates shall have the following rights and duties:

i) To propose resolutions.

ii) To make nominations for Committee office.

iii) To vote on all Committee affairs (each member club will be allowed only two votes).

SECTION 3. PENALTIES AGAINST MEMBER CLUBS

No penalties against a member or member club shall be passed without first notifying the member or member club. This shall be done before the next regular meeting of this Committee when the action will be voted on. All members and member clubs have the option of being present or submitting a written defense on the date the penalty will be assessed.

SECTION 4. POINTS PENALTIES

The Competition Committee shall have the power to penalize any member fifty percent (50%) of the points earned for infractions of this Committee, the promoting club, or common sense safety factor.

SECTION 5. ADHERANCE TO RULES

The rules of the Committee shall be followed in their entirety except as amended by this Committee.

SECTION 6. FINANCIAL REPORT

The Treasurer shall prepare a financial report to be presented to the members of the Competition Committee at each Competition Committee Meeting.

SECTION 7. RULE CHANGES

No competition rule or by-law may be modified or changed without a seventy-five percent (75%) majority vote of the Competition Committee. In order to make decisions concerning rules, seventy-five percent (75%) of member clubs must be represented. Only members of the Competition Committee may submit changes in competition rules or by-laws. Proposed changes must be submitted in writing to the AMRA Competition Committee a minimum of two (2) weeks prior to the meeting at which they will be discussed, and must include the section of the rulebook to which they pertain, and the effect it will have on other rules relative to such change. Rule changes will be voted on at the June meeting in preparation for the coming season. This is the only time of the year when the rulebook may be changed.

ARTICLE 5. COMPETITION RULES

SECTION 1. GENERAL RULES

a. The minimum age for amateur riders is 12 years. In all off-road events, a rider must be 14 years or older to ride motorcycles above 250cc. The age of the rider is determined as of the date of the event, except in youth competition.

b. No rider shall use more than one motorcycle for the same division in any AMRA points event. The bike the rider is on when the race officially starts is the one the rider must ride. In the case of two points events being held on the same day or two consecutive days, a different motorcycle may be used at each event.

c. A rider cannot enter and ride the same motorcycle in more than one division at the same time.

d. No one except registered participants and race officials shall ride on a course until the completion of the event. Race officials shall yield to all race traffic, with the exception of an emergency. Race officials shall remove, or cover, all competition numbers on their motorcycle in order to distinguish them as a race official.

e. All motorcycles shall be limited to gasoline.

f. The Pit Area will be marked off in a clearly defined and safe manner from the course. The Pit Area will be fifty (50) feet from the race course unless there is speed control in effect where the pits are located.

g. PIT BIKES, GOLF CARTS AND PIT RACING OF ANY TYPE WILL NOT BE TOLERATED AT ANY EVENT. OFFENDERS ARE SUBJECT TO IMMEDIATE DISQUALIFICATION. Pits include those areas within one hundred (100) yards of automobiles, pit personnel, race officials, and race equipment. Larger pit areas may be defined by the sponsoring club.

h. A rider is responsible for the conduct of his or her pit crew and any associated support people. A rider may be penalized for un-sportsman like conduct and violation of laws and regulations by their pit crew; i.e. not obeying land owner or manager requirements, vandalizing property, trespassing, etc.

i. Size of front number plate (background) will be a minimum of seven (7) inches high by nine (9) inches wide, and printed numbers must be clearly legible.

j. The front and side number plates must display the proper numbers, letters and colored backgrounds. All three are mandatory, except as noted by promoting club for events such as Qualifiers and Enduros, which only require row assignments on front number plates. Failure to display the proper number plate signage will result in bike not passing technical inspection.

k. Photographs taken at AMRA events are the property of AMRA and may be used for promoting the AMRA series and its clubs without the consent of the rider.

l. Tear-offs are not allowed for use in AMRA sanctioned events taking place on public lands or where their use is not permitted by the land owner / manager / promoting club. Use of tear-offs is subject to approval of land owner / manager / promoting club. Promoting club should clearly indicate on flyers, riders meetings, etc. whether tear-offs are permitted or not.

m. During hours of operation riders officially entered in any event and/or promoting club members shall not be allowed to consume alcoholic beverages. This will be enforced until the completion of events.

SECTION 2. CLASS CLASSIFICATIONS

a. Riders shall be divided into six (6) Classes: Sportsman, 60+, Novice (C), Amateur (B), Expert (A) and AA.

b. The **Sportsman** class is for riders with no racing experience or riders that want to compete just for the fun or to ride with a child or friend without the pressure of the higher classes. At the discretion of the Steward, a rider may compete in this class indefinitely. Clubs are encouraged to keep the race course shorter for this class. This Class receives no points. Trophies will be awarded for the top three (3) overall. No Divisions will be recognized.

c. A **60+** rider can be any rider 60 years of age or older.

d. A **Novice (C)** is a rider with minimum experience. A Novice rider accumulating five (5) transfer rides prior to the mid-point in the season will be required to move to the Amateur (B) class. If the rider acculumulates five (5) transfer rides after the mid-point of the season he may continue to participate as a Novice for the remainder of the current race season and move up to Amateur (B) for the next race season. A transfer ride is defined as finishing in the top 25% of your Division and Class (i.e. 30+C) or the top 10% of your Class alone (i.e. C Class) or at the discretion of the Competition Committee and/or Steward.

e. An **Amateur (B)** rider is a rider with desert experience and moderate ability. An Amateur rider accumulating ten (10) transfer rides prior to the mid-point in the season will be required to move to the Expert (A) class. If the rider accumulates ten (10) transfer rides after the mid-point of the season he may continue to participate as a Amateur for the remainder of the current season and move up to Expert (A) for the next race season.A transfer ride is defined as finishing in the top 25% of your Division and Class (i.e. 250 B) or the top 10% of your Class alone (i.e. B Class) or at the discretion of the Competition Committee and/or Steward.. If an Amateur rider finishes in the top 25% of the Expert Class, that rider will automatically be moved up to the Expert Class or at the discretion of the Competition Committee and/or Steward.

f. An **Expert (A)** rider is the highest of the sport classification of desert riders. He or she is experienced, skillful and has demonstrated exceptional riding ability.

g. AA is considered the highest of all skill levels. The top 10 riders in overall points from the prior year will be moved up to the next highest class or remain in the AA class for the following season. In addition, any rider with prior Pro riding experience from an AMA sanctioned organization or any “A” rider from a recognized series can voluntarily enter the AA class. Any rider in the AA class failing to earn top ten overall points for the year has the

option of moving back to the appropriate A class the following year. No Comp'd entries will be allowed in the AA class. Payback to AA participants shall be 100% payback (AMRA rider fees are not applied to AA entires).

h. A rider may petition to the Competition Committee to be reclassified.

i. Rides for transfer can be accumulated in nonconsecutive calendar years.

j. If the rider is less than 18 years old, the Parent, Legal Guardian or Authorized Adult must be present to sign the entry and release forms, and AMA and AMRA membership applications, along with the rider.

k. When advancing to a larger Division (i.e. 200 to Open Division), a rider may regress a Class at the discretion of the Competition Committee and/or Steward.

l. The following number plate classification identification will be used for all AMRA sanctioned events:

Sportsman:	**White background**, Black numbers (no letter)
60+:	**White background**, Black numbers and letters are required
Novice (C):	**Green backgrounds**, White numbers and letters are required
Amateur (B):	**Yellow background**, Black numbers & letters are required
Expert (A):	**Red background**, White numbers and letters are required
AA:	**Blue background**, White numbers are required

SECTION 3. DIVISION SPECIFICATIONS

a. AA: There is no cc restriction on this Division. This Division does not require a letter.

b. 200 Division: 86cc to 200cc 2-stroke or 4-stroke will be designated by the "A" following their number. There will be three (3) Classes in this Division: A, B, and C.

c. 250 Division: 201cc to 250cc 2-stroke or 4-stroke will be designated by the letter "X" following their number. There will be three (3) Classes in this Division: A, B, and C.

d. Open Division: 251cc and over 2-stroke or 4-stroke will be designated by the letter "P" following their number. There will be three (3) Classes in this Division: A, B, and C.

e. OVER 30 Division: This Division is open to any rider 30 years of age or older at the time of the event and will be designated by the letter "V" following their number. There will be three (3) Classes in this Division: A, B, and C.

f. OVER 40 Division: This Division is open to any rider 40 years of age or older at the time of the event and will be designated by the letter "S" following the number. There will be three (3) Classes in this Division: A, B, and C.

g. OVER 50 Division: This Division is open to any rider 50 years of age or older at the time of the event and will be designated by the letter "M" following their number. There will be three (3) Classes in this Division: A, B, and C.

h. OVER 60 Division: This Division is open to any rider 60 years of age or older at the time of the event and will be designated by the letter "L" following their number. 60+ riders will ride the C course.

i. Women's Division: This Division is open to any female riding a full-framed motorcycle and will be designated by the letter "W" following their number. There will be two (2) Classes in this Division: B and C.

j. Youth Division: This Division is open to any rider ages 12-14 years old, male or female, riding an 85cc to 250cc 2-stroke or 80cc to 250cc 4-stroke motorcycle. This Division will be designated by the letter "Y" following their number. There will be one (1) Class in this Division: C.

k. Sportsman Division: This Division is open to any rider on any cc 2-wheeled motorcycle. This Division does not require a letter. Sportsman is a non-points paying Division

l. Women's Beginner Division: This Division is open to any female on any cc 2 wheeled motorcycle over the age of 15. This Division will run the 85 mini course. This Division does not require a letter. Women's Beginner is a non-points paying Division. Entry fee for this Division will be at the Club's discretion but not to exceed $35.

l. Vintage Class, and all other special class riders, must select a Division that would fit either the rider or their bike.

SECTION 4. ALLOWABLE TYPES OF POINT RACES

a. European Scrambles - A closed course of not less than sixty (60) minutes running time for all finishers. To be considered a finisher, riders must receive the checkered flag and have completed a minimum of one (1) lap for every two (2) laps completed by the leader of their class. The race will be stopped when the leader finishes.

b. Desert-Cross - A closed course not less than one-half (1/2) mile in length with variable types of natural terrain including open desert, sand washes, and man made obstacles. Such man made obstacles may include but are not limited to: log crossings, rock piles, tractor tire obstacles, water crossings, sand pits, jumps, whoops, and berms. All man made obstacle sections must be completely defined by banners, hay bales, plastic snow fencing, ribbon, and/or natural boundaries. To be considered a finisher, riders must receive the checkered flag. The event may be run as a heat race at the discretion of the host club. The race will be cut off after the leader finishes. Host clubs are encouraged to design Desert-Cross courses to be spectator friendly. Practice and/or a parade lap are allowed in a Desert-Cross.

c. Desert Scrambles - An open course of not less than one (1) hour and not more than three (3) hours in total running time. Desert Scrambles require that a portion of the course be ridden at least twice and a minimum of 50% single track and or 50” trail be used in the layout of the course. The sponsoring club is to lay out the course in such a manner that a maximum of 30 mph average is not exceeded by the top 5% of the total entries. If the 30 mph average is exceeded by more than the 5% then the sponsoring club will be subject to a $100 fine by the Competition Committee. To be considered a finisher, riders must receive the checkered flag and have completed a minimum of one (1) lap for every two (2) laps completed by the leader of their class. The sponsoring club may at its discretion require contestants to complete more laps than required by AMRA. Cut off times are left to the sponsoring club and must be announced at the rider's meeting. AMRA highly recommends that all riders not suffering mechanical difficulties be allowed sufficient time to finish the race.

d. Grand Prix - A closed course of roughly five (5) to twenty-five (25) miles with variable types of terrain including paved roads, open desert, sand washes, and a motocross course. Additional unusual obstacles (water, buildings, wood, bridges, killer hills, etc.) are recommended. The race must be at least one hour running time for all finishers. To be considered a finisher, riders must receive the checkered flag and complete a minimum of one (1) lap for every two (2) laps completed by the leader of their class. The Grand Prix may be run as a heat race at the discretion of the host club. The race will be cut off after the leader finishes. Practice and/or a parade lap are allowed in a Grand Prix.

e. Hare and Hound - An open course a minimum of sixty (60) miles with either individual loops (clover-leaf) or open-ended (point to point) course, and it should not be run over any area more than once. All Classes need not be required to go the same distance. To be considered a finisher, riders must receive the checkered flag. Cut off times are left to the sponsoring club and must be announced at the rider's meeting. AMRA highly recommends that all riders not suffering mechanical difficulties be allowed sufficient time to finish the race.

f. Hare Scrambles - A closed course using trails and paths over natural terrain. The course should be between two and a half (2.5) and forty (40) miles long. Unless otherwise instructed at the riders meeting, riders must not ride more than twenty (20) feet from the course marking arrows. If two arrows are positioned on each side of the route, riders must remain between the arrows. To be considered a finisher, riders must receive the checkered flag and have completed a minimum of one (1) lap for every two (2) laps completed by the leader of their class. The sponsoring club may at its discretion require contestants to complete more laps than required by AMRA. Cut off times are left to the sponsoring club and must be announced at the rider's meeting. AMRA highly recommends that all riders not suffering mechanical difficulties be allowed sufficient time to finish the race.

g. Non Time Keeping Qualifier - An open course consisting of transfer sections and test sections. A transfer section is defined as a portion of the course where a specific speed average must be maintained, with points assessed for completing the section both too early and too late. In order to ensure that no time keeping is necessary, speed averages through transfer sections should be set so that the slowest riders can stay on time riding at a continuous

trail riding pace. It is permissible to vary the speed average for the different skill levels. Test sections are defined as portions of the course where riders abilities are assessed by either timing the section or establishing a speed average that most if not all riders can not achieve. When timed separately, test sections can be located within transfer sections. If the event is run as a 'start control' enduro, test sections are established by increased speed averages, and are separate from transfer sections. Test sections can be preceded and followed by either a transfer section or another test section. There is no maximum or minimum length for test sections, but there must be at least two test sections that assess points or time to every 'C' rider, with at least one scored to the second (emergency check). For the A and B riders, there must be at least four test sections that assess time or points to every rider, and at least two must be scored to the second. To be considered a finisher, AMRA sanctioned Non Time Keeping Qualifiers will be scored in accordance with the respective AMA rules and regulations in effect the same year as said race. Riders not completing the entire course will be scored behind the last rider to complete the next test section.

h. State Championship Races have minimum distances in order to be called State Championships. A State Championship Desert Scramble must be seventy-five (75) or more miles long.

SECTION 5. NON-POINTS RACES

a. Motocross - Two (2) or three (3) heat races run on a closed course not less than one half (1/2) mile in length. The course shall consist of left and right turns, natural terrain, up and down hills and may have jumps, sand and water crossings, etc. Minimum length of each heat is twenty-five (25) minutes. Riders must complete two (2) heats if the Motocross is a three-heat race. The course must be at least ten (10) feet wide. The course is to be completely defined by banners, hay bales, fences, ribbon, rope, and/or natural boundaries. The rider must complete one (1) lap for every two (2) laps completed by the leader to be scored as a finisher of a heat.

b. Other events such as Enduros, Hill Climbs, Night Races, and Field Events may be sanctioned by AMRA. The suitability of an event for inclusion in the AMRA Points Schedule will be determined by the Competition Committee on a case-by-case basis.

SECTION 6. COURSE MARKINGS

a. Courses shall be marked with flourescent pink ribbon.

b. The use of standardized AMRA arrows (5.5" W X 8.5" H) is mandatory at all points-paying events. Clubs wishing to use alternative arrows must receive approval from the Competition Committee.

c. Course marking standardization is intended to address markings common to all races, and to guide clubs so that racers know what to expect from event to event. These standards will specifically address turns, danger, wrong ways and general markings. It is recognized that markings for the start, finish, pits, checks, splits etc. are event specific, and should be dictated by the promoting club at their discretion.

i. General Markings: Pink ribbon should be used to mark routes between turn and as general course markings. Clubs may use different color ribbon for multi loop events at their discretion. The frequency of ribbon is also at the clubs discretion, but should be place a maximum of one fourth (¼) mile apart in long trail sections or transfers. In areas where the route is not clearly defined or there are multiple routes, ribbon should be placed so that the racer can see from one ribbon to the next. Additional course markings, including banners and/or arrows, may be used in conjunction with these markings.

ii. Turns: Turns will be marked with a minimum of two sets of turn arrows. The first, a single arrow, will be placed prior to the turn with sufficient spacing for the racer to be able to slow in order to negotiate the turn. Double arrows will be placed immediate at or adjacent to the turn. Turn arrows should be placed on the outside of turn in order to preserve their placement throughout the event. Care should be given using ribbon or tape to prevent participants from short coursing a turn. At the clubs discretion, addition turn markings may be deemed necessary. Higher speed turns may require a one, two, three sequence of turn arrows leading to the turn.

iii. Dangers: Dangers will be marked in much the same way as turns with a set of single down arrows prior to the danger, and a set of double down arrows at the danger. Dangers should be marked with arrows placed on either side of the trail at reasonable width so as to preserve their placement throughout the event. Additionally, danger markers (down arrows) should be placed at the crest of hills preceding a downhill, and at road crossing as deemed necessary by the promoting club. Extreme dangers should be marked with a set of three down arrows on the danger, and single set leading up to the danger.

iv. Wrong Ways: Wrong Way markers (equal to the size of the standardized arrows with a black "W" and "Wrong Way") shall be used in conjunction with arrows to direct participants in the proper direction. Any place that the course crosses or splits with another trail or road, a wrong way sign should be placed on each of the non course routes. The wrong way sign should be place in the middle of the trail if possible, and within 100' of the designated route. The goal of wrong way signs is to inform the racer of the wrong route *after* they have made a wrong turn, but not to distract them from the actual route. Care should be given in signing the correct route clearly in areas that show high potential for course deviation.

v. Signs, including danger and turn arrows should be placed on four foot (4') stakes, whenever possible.

d. When two (2) banners or Danger markers exist, the rider must pass between them.

e. Stop checks should be clearly marked as such.

f. Running checks should have banners or other markings to ensure the rider's number is identifiable by checkpoint personnel.

g. An open course usually has no definite side markings, and riding within approximately ten (10) feet to either side of the marked course is allowed except when definite markings exists (i.e. banners at checks, turns, or hazards). Roads, jeep trails, etc., within the allowed ten (10) feet may be used unless specifically prohibited at the rider's meeting. Tighter restrictions can be imposed (especially by the landowner or manager); however, the sponsoring club must announce these tighter restrictions at the rider's meeting.

h. A closed course is a course with definite markings on each side (i.e. banners, hay bales, tires or edges of roads). Where definite markings do not exist, riders must remain within ten (10) feet either side of the marked course. Tighter restrictions can be imposed (especially by the landowner or manager); however, the sponsoring club must announce these tighter restrictions at the rider's meeting.

i. The starting area of a Desert-Cross will be separated from the main course with an area of suitable width and distance before the first turn or major narrowing. If a rider leaves the course during the race, he must re-enter at the same location that he/she exited. Desert-Cross corners that can be cut shall be marked (banner, hay bales, tires, lime lines manned by corner workers, etc.) so that the inside of the turn is clearly defined. Any rider witnessed riding, pushing, or traveling in the opposite direction of travel of a Desert-Cross shall be immediately disqualified. Bikes are NOT allowed in the infield (that area contained by the course) of a Desert-Cross and any bike witnessed in the infield shall be treated as a general nuisance.

j. The pitting area must be well marked and safe. It is recommended that the pits be fifty (50) feet from the course, or that speed restrictions and no passing rules be used when it is not possible to separate the pits from the race course. It is mandatory and subject to disqualification that riders DO NOT GO BACKWARDS IN THE PITS.

k. A sponsoring club may designate a "holding" or "wait for finish" area. Racers entering this area will be scored in the order in which they arrive. Riders waiting for leaders to finish will be required to wait in these areas until released in an orderly manner by host club officials. There will be no racing to the finish line from this area. No protests from those entering this area will be allowed.

SECTION 7. PRE-RUNNING

a. No pre-running of a desert event is allowed unless otherwise indicated. Parade laps may be allowed in special circumstances.

b. The sponsoring club may disqualify or refuse entry to any rider observed pre-riding a marked course prior to a race event. The sponsoring club may request the Competition Committee to apply additional sanctions where such prohibited pre-running appears to be a deliberate attempt to gain an unfair advantage. AMRA may apply these sanctions without the formal request of the sponsoring club.

SECTION 8. RIDERS MEETINGS

Mandatory rider meetings are required. Special safety precautions, unusual hazards, stop checks, road crossings, cross markings, etc., will be re-emphasized. Any special rules, such as speed limits in pits, no passing zones, and tortoise exclusion areas will be disseminated to the riders, either verbally, or with written handouts. A random roll call will be taken. If a rider's name is called and he/she is not in attendance, that rider will have thirty (30) seconds added to his/her total time at the end of the event. The participant is ultimately responsible for information discussed at the rider's meetings.

SECTION 9. TECH INSPECTIONS

Tech inspections are mandatory. It is the responsibility of the promoting club to appoint a Tech Inspector. If a club fails to do so, AMRA stewards may appoint a Tech Inspector, who has the power to require compliance with AMA, AMRA and the presiding land managers rules regarding motorcycle safety and equipment before a rider is allowed to compete. AMRA requires that at a minimum, tech inspectors verify compliance with safety equipment, bike number/letter/background, transponder placement and the rules pertaining to the class and division entered.

SECTION 10. EVENT SCORING

a. Finish place is determined by the elapsed time and number of laps completed and then the position relative to other competitors. Sponsoring clubs are cautioned to provide a suitable area for stopping AFTER the finish line.

b. Sponsoring clubs may have different finish lines for different Classes and/or Divisions. Example: A three (3) leg event, etc. All Beginners and Novices finish at the second gas. All other entries must complete the whole course.

c. A rider in a multi-lapped race must complete a minimum number of laps in order to be scored a finisher. A rider must make at least one (1) lap for every two (2) laps completed by the leader. NOTE: This is AMRA's minimum, sponsoring clubs may require that all riders complete more laps (see paragraph d) to be considered a finisher.

2 lap race - 1 lap minimum
3 lap race - 1 lap minimum
4 lap race - 2 lap minimum
5 lap race - 2 lap minimum
6 lap race - 3 lap minimum
7 lap race - 3 lap minimum
8 lap race - 4 lap minimum
9 lap race - 4 lap minimum

d. AMRA clubs requiring riders to complete more than AMRA's minimum laps must mention this requirement at the rider's meeting, otherwise a Grand Prix finish with minimum laps is expected. Example: A five lap Hare Scrambles. AMRA's rules require that the riders go at least two (2) laps. The club may require three (3), four (4), or five (5) laps to be a finisher. The club requiring four (4) laps would allow riders with three (3) laps to go back on the course after the leader (with 5 laps) has finished. There would not be a Grand Prix finish in this case.

e. Towing - A rider whose motorcycle will not run may be towed to the finish while the race is in progress only by another rider who is entered in that race. A rider towed more than ten percent (10%) the length of the race will not be considered a finisher.

SECTION 11. TROPHIES

a. Hosting clubs may award trophies to the top three finishers in each class or the top (33%) in each class, whichever if fewer. Additional trophies and awards may be provided at the club's discretion.

b. Trophies may be awarded at the finish or presented at a later date. The date and location that trophies will be available should be included on the results. Clubs should make every effort to have their trophies available when they say they will. AMRA realizes that delays sometime occur, but may censure or fine a sponsoring club that fails this obligation. Minimally, if delays occur, the sponsoring club should post an announcement at the location where the trophies are expected. This announcement should contain the estimated length of the delay. If the delay is more than a few days, the sponsoring club should make an effort to notify those racers affected (trophy winners).

SECTION 12. COMPETITION NUMBERS

a. All entrants competing in AMRA events must have a current AMRA Competition Membership. Competition Memberships can be purchased by the individual rider from AMRA for twenty dollars ($20) per number.

b. A competition membership is valid for only one Division (i.e. 30+). Competitors wishing to compete in another Division must purchase another competition membership.

c. All Big Bike entrants competing in AMRA events must have a current AMA membership card. Failure to produce proof of membership during registration will require the rider to purchase a membership at the event before they are eligible to race.

d. Earned Numbers: Number assignments are based on your season points total in your Division. These earned numbers are then run in the next race season. Numbers are assigned based on your season points total in your Division, regardless of Class. For example, if you run in the 30+ Division in the C Class, your earned number is assigned based on how you rank compared to all the 30+ Division riders in all Classes, i.e. A, B and C. If you move Divisions, i.e. 30+ to 250, then you do not run your assigned number from the 30+ Division.

e. A rider does not have to run their earned number. If a rider chooses not to run their earned number then that number cannot be run by anyone else.

f. Numbers, with the exception of earned numbers, are given out on a first come first serve basis. You do not have to request your earned number.

SECTION 13. RESULTS

a. The promoting clubs must post a complete set of results in MotoTally. This shall be completed within seven (7) days after the event or there is a twenty-five dollar ($25.00) fine for each day they are late.

b. A complete set of results includes:

1. Rider's name
2. Rider's class
3. Rider's division
4. Position overall (if applicable)
5. Position in Division/Class, including DNFs
6. Rider's bike manufacturer / brand

SECTION 14. SPONSORING A RACE

a. Members of clubs sponsoring any of the following events will not be allowed to compete in that event unless permitted by the Competition Committee:

Desert Scrambles

Enduro

European Scrambles

Hare and Hound

Hare Scrambles

Qualifier

Any other race in which pre-running or practice is not allowed.

b. The promoting club must have been granted written permission by the land owner(s) or land manager(s) for use of the land(s) as a race course. The promoting club must comply with all requirements necessary for the proper and permitted use of public land.

c. The promoting club shall see that the course, grounds, pits, and spectator areas are properly cleaned up after the events, and provide outhouses at all races. Failure to comply with these rules will result in a fine to be determined by the Competition Committee.

d. Posters or flyers for the event must be posted on www.amraracing.com (via the Website Administrator) at least ten (10) days prior to the event. Failure to comply with these rules will result in a fine of twenty-five dollars ($25.00) plus five dollars ($5) a day for each day that posters are late.

e. Sponsoring club's AMA representative must verify that all Big Bike competitors possess a valid AMA membership card. Clubs that don't verify Big Bike competitors credentials may be fined by the Competition Committee.

f. An information sheet must be presented at the entrance to all AMRA sanctioned events. This information sheet will include time of riders meeting, time of race, location of jetting area (if applicable), time of start and any other pertinent information that participants should know.

g. The promoting club must provide proof of AMA Approved liability insurance at least 7 days prior to the event or the event will be cancelled

SECTION 15. COMPETITION EQUIPMENT

a. AMRA implements equipment rules primarily for safety reasons. The respective Steward or Technical Inspector has the right to make judgment decisions on items not listed here. Points of contention not having a clear outcome will be resolved in favor of the rider.

b. Motorcycle helmets, boots (extending above the ankles), goggles, and/or a face shield must be worn by all riders. Protective gear, such as shin guards, chest protectors and/or gloves, is recommended.

c. Center stands, safety bars, and all undue protruding objects not necessary for the operation of the machine must be removed. All glass and sharp protruding objects must be removed, including protruding mirrors and turn signals. Enduro type headlights, plastic brake lights, Enduro speedometers, rubberized turn signals that do not represent an undue safety hazard are allowed.

d. Foot pegs must not extend more than four (4) inches from the widest part of the frame and/or engine assembly, whichever is the base point of the foot pegs. Foot pegs may be folding or ridged, but must have blunt ends. Rigid foot pegs must be covered with one fourth (1/4) inch of rubber or soft plastic.

e. Motorcycles must be equipped with adequate operating brakes.

f. All motorcycles must have silenced exhaust not to exceeding ninety six (96) db at twenty (20) inches per the SAE J1287 Standard (available at amraracing.com) for events taking place on public land or where excessive sound will cause issues for land use. Sound Test Inspection for events taking place on private land shall be determined at the discretion of the land owner/manager and promoting club. Promoting clubs shall take reasonable and prudent

measures to identify on all media, flyers, web-site, other means, etc. whether Sound Test Inspection is mandatory to race or not.

g. Control levers must have half (1/2) inch ball ends unless the control levers are protected with bark busters or other substantial and safe protection.

h. United States Forest Service Approved Spark arrestors are required for events taking place on public land. Spark Arrestor requirement for events taking place on private land shall be determined at the discretion of the land owner/manager and promoting club. Promoting clubs shall take reasonable and prudent measures to identify on all media, flyers, web-site, other means, etc. whether Spark Arrestor Inspection is mandatory to race or not.

i. All the above equipment is required via a technical inspection prior to the start of the event.

SECTION 16. STARTS AND FLAGS

a. The condition of the course and terrain shall determine the method of starting. If possible, starts should be made in an open area off of the course.

b. AA will start on the first line, Expert (A) second, Amateur (B) third and Novice (C) forth. Promoting club may have additional starts, but not less than three (3). If the promoting club chooses to have additional starts (other than mass start by class), the race will then be classified as a timed event.

c. In all enduro events, AA riders will start corresponding to their earned number from the prior season 1A, 2A, 3A, etc... Additionally, there will be no gaps (missing riders) in the AA rows. Post AA entries must be used or AA riders must be moved-up to fill all gaps in AA rows prior to the start of the event. AA (earned number) riders that fail to pre-enter jeopardize losing their reseverd starting position and starting on a later AA row

d. Flags that may be used in a desert race:

BANNER start of race
GREEN start of race
BLUE all riders kill engine
YELLOW caution for a bad danger, do not hold position
RED stop or wait at road crossing.
BLACK disqualification of rider, or to stop a rider
WHITE one lap to go
CHECKERED finish of race.

SECTION 17. FEES

a. All types of events – Pre-entry for (AA), (A), (B) and (C) riders is $55.00 (plus online fees, if applicable), $65.00 for race-day onsite entry.

b. Clubs wishing to charge above the maximum must have AMRA Competition Committee approval. Examples of extra costs that have previously been passed on to the rider are: additional insurance required, starting kits, decals, tee shirts, donations to local charities, town fire departments, etc.

SECTION 18. POINTS RULES

(Points schedule--see Section 20.)

a. Overall Points - Points will be calculated based on the AMA amateur offroad points schedule used in the National Enduro and Hare and Hounds series for overall points. Points will be calculated based on overall finish of all racers with the exception of National events. For National events, the National pro riders will not be included in the results for determining overall points for AMRA. Further, drops and worker points will not be included in the results for determing the overall points for AMRA. AA riders will display white numbers on blue backgrounds

corresponding to their earned overall number from the year prior, or another non earned number of their choice. The top ten from the prior year will be recognized at the awards banquet. Riders do not have to work an event or be a current competition membership holder to be included in (eligible for) overall championship points standings and earn an AA number for the following season. However, riders must work an event to the hosting club or promoter's satisfaction and be a current competition membership holder for their respective class championship (including AA). If a rider does work an event, they shall still receive worker points in the overall standings based on the average of their best 2 finishes (no points disadvantage just because they worked an event).

b. Division Points shall be computed on the total number of races held during the calendar year. All club members and non-club members will have one (1) throwaway event.

c. All series participants must work one (1) event to be eligible for year end class championship awards. If a racer does not participate in a designated club work day prior to the race or work the actual race, the racer shall not receive worker points for the year end standing. Should a racer reach the end of the season and the race they are scheduled to work is canceled or rescheduled making it not possible for he/she to work, the racer would not receive worker points, but will still be eligible for year end awards if they have participated in 50% of the season races. Awards and earned numbers will be assigned based on the eligible riders only.

d. It is the club's discretion as to whom and how many non-club members are allowed to work the club's event.

e. Worker points will be assigned after the last race of the season for all series participants who worked an event. Each club must provide a list of everyone (both club and non-club members) who worked their event within 72 hours of their event.

f. Worker points will equal the average of a rider's two (2) best finishes for events actually ridden during the year. All riders can only receive worker points once per season. Riders cannot earn worker points in an event he or she competed in.

g. In addition to work points, all members of AMRA recognized clubs, who have been bona fide members for at least 50% of the racing season will receive an additional fifty (50) club points to be added on to their season total. All clubs must submit a list of eligible members within 72 hours of the completionof the last race of the season.

h. In addition to Paragraph C above, all series participants must race 50% of the series (*number of*) events to be eligible to receive season end awards (trophies).

Note: for 2015-2016; this is defined as four (4) races assuming an eight (8) race series.

i. If a person voluntarily moves up a Class or is moved at the discretion of the Competition Committee, (i.e. from C to B or B to A), that person may take their points with them but only for the same Division or at the discretion of the Competition Committee.

j. A person may not take their points with them when moving down a Class (i.e. from A to B). Nor can a person take their points when changing Divisions within a Class. (i.e. Open A to 30+ A). Only worker points and starter points are transferable.

k. Members of a club missing two (2) consecutive Competition Committee meetings may lose extra club points and up to fifty percent (50%) of total points.

l. No race shall be a point race unless posted at www.amraracing.com (via Website Administrator) at least seven (7) days prior to the event.**m.** A maximum of one (1) 'drop' will be allowed for the 2015-2016 Big Bike series.

n. Tie breaker rule for number one (1) plate. The rider with the most first place wins will get the number one plate if two (2) or more riders finish the year with the same number of competition points. If two (2) or more riders have the same points, and the same number of wins, the one with the most second place finishes gets the number one (1) plate. If needed, then the number of third place finishes will be used to decide which person gets the number one (1) plate.

o. Co-sanctioned Events. In co-sanctioned events, riders from the co-sanction organization will not be required to purchase an AMRA competition membership per Article 5, Sectiong 11a. If these riders do not purchase a membership they will not receive season points for the race and the next available AMRA member will receive the points in their place. For example, if non-AMRA member co-sanction riders finish in 1st and 3rd place, with AMRA

members finishing in 2nd and 4th place, the AMRA members would receive 1st and 2nd place points. This applies to both division and overall points classifications.

SECTION 19. MINI SERIES SUPPLEMENTAL RULES

All of the rules and regulations from AMRA's Off-Road Championship Series Rulebook apply to Mini's unless trumped by one of the following supplemental Mini Rules.

a. Minor participants must have at least one legal guardian present at the time of registration and during the entire event.

b. Mini series is for participants 14 years of age or younger.

c. Class structure is as follows:

Divisions/Classes (Ages)	Displacement	Max rear wheel size	Background/ Number Color/ Letter Assignments
50cc (4 to 6)	50cc to 90cc 4 stroke 50cc 2 stroke	Max. 12" wheel	Yellow/Black, "P"
50cc (7 to 9)	50cc To 90cc 4 Stroke 50cc 2 stroke	Max. 12" wheel	Yellow/Black, "R"
65cc (7 to 9)	60cc To 111cc 4 Stroke 60cc to 65cc 2 Stroke	Max. 12" wheel	Green/White, "K"
65cc (10 to 11)	60cc To 111cc 4 Stroke 60cc to 65cc 2 Stroke	Max. 12" wheel	Green/White, "J"
65cc-85cc (11 to 14) Girls	60cc To 150cc 4 Stroke 60cc to 105cc 2 Stroke	Max. 16" wheel	Blue/White, "W"
85cc (9 to 11)	80cc To 150cc 4 Stroke 80cc to 105cc 2 stroke	Max. 16" wheel	Black/White, "Z"
85cc (12 to 14)	80cc To 150cc 4 Stroke 80cc to 105cc 2 stroke	Big Wheel	White/Black "G"
65 cc-85cc Open	60cc To 150cc 4 Stroke 60cc to 105cc 2 Stroke	Big Wheel	Red/White

d. Numbers are to be black on a stock or white background when colored backgrounds are not installed so that promoting clubs can use colored tape to indicate rider class. Numbers are assigned on a first come first serve basis. Riders may choose to run their earned number from previous year. If a rider chooses not to run their earned number, the number will not be reassigned.

e. Mini Series, 50cc 4-6, 65cc 7-9, 85cc 9-11 Division/Classes to use Novice Class Points Schedule, 50cc 7-9, 65cc 10-11, Girls, 85cc 12-14 Classes to use Amateur Class points schedule and Mini Open class to use Expert Class points schedule. To be considered a finisher the rider must take the checkered flag; 50% lap rule from big bikes does not apply to mini riders.

f. A rider's age at the first scheduled event of each race season will determine their age for remainder of the year. A rider may move to the next higher age class in the Youth Division only if they will be eligible to do so at any time during the year. Once a rider moves to the next higher age class in AMA or non-AMA competition, they may not move back to the lower age class. Riders are encouraged to determine at the beginning of the points season/year the age class they will participate in for the points season/year. Points earned in a lower age class won't transfer to the higher age class. Riders may not move up and/or down from any class on the last points race event of the year.

g. Course lengths/layouts and race schedule at the discretion of the promoting club. Minimum 20-minute race times for all classes, maximum at the discretion of the club.

h. Trophies shall be awarded per event as follows: 50cc: 100%, 65cc: 75%, and 85cc: 50%. Finisher pins, etc. for all participants.

i. AMRA membership is required. Transponders will be required for most events and can be purchased for ten dollars ($10.00).

j. Entry fees are at the discretion of the club, but not to exceed $35.

k. A signed, notarized waiver by the participant and legal guardian must be on file with AMRA before a rider is allowed to race.

l. All series participants must race 50% of the series (*number of*) events to be eligible for series year end awards

Note: for 2015-2016; this is defined as four (4) races assuming a seven (7) race series.

m. A maximum of one (1) 'drop' will be allowed for the 2015-2016 Mini Bike series.

o. Riders and/or family and pit crew who direct foul and abusive language to an official of the sponsoring club, organizer, AMRA official, or district official are subject to disqualification for the entire meet.

SECTION 20. POINTS SCHEDULES FOR AMRA EVENTS

Finish	EXPERT	AMATEUR	NOVICE
1	300	200	120
2	279	185	108
3	265	175	100
4	256	167	94
5	247	160	89
6	239	154	85
7	232	149	81
8	226	145	77
9	221	141	74
10	216	137	71
11	211	133	68
12	207	130	65
13	203	127	63
14	199	124	61
15	195	122	59
16	191	120	57
17	188	118	55
18	185	116	53
19	183	114	51
20	181	112	49
21	179	110	47
22	177	108	45
23	175	106	43
24	173	104	41
25	171	102	39
26	169	100	38
27	167	99	37
28	166	98	36
29	165	97	35
30	164	96	34

31	163	95	33
32	162	94	32
33	161	93	31
34	160	92	30
35	159	91	29
36	158	90	28
37	157	89	27
38	156	88	26
39	155	87	25
40	154	86	24
41	153	85	23
42	152	84	22
43	151	83	21
44	150	82	20
45	149	81	19

RULE BOOK CHANGES

2013 to 2014 –

#1 Article 5 Section 9: Mandatory Tech Inspections added

#2 Article 5 Section 2b: The sportsman class is for riders with no racing experience or riders that want to compete just for the fun or to ride with a child or friend without the pressure of the higher classes. At the discretion of the Steward, a rider may compete in this class indefinitely.

#3 Article 5 Section 2d: A Novice rider accumulating five (5) transfer rides prior to the mid-point in the season will be required to move to the Amateur (B) class. If the rider acculumulates five (5) transfer rides after the mid-point of the season he may continue to participate as a Novice for the remainder of the current race season and move up to Amateur (B) for the next race season.

e: An Amateur rider accumulating ten (10) transfer rides prior to the mid-point in the season will be required to move to the Expert (A) class. If the rider accumulates ten (10) transfer rides after the mid-point of the season he may continue to participate as a Amateur for the remainder of the current season and move up to Expert (A) for the next race season.

#4 Article 5 Section 2g: ….and participation in this class is earned based on previous performance within the AMRA race series…. any "AA" rider… Payback to AA participants shall be 100% payback after AMRA rider fees removed

#5 Article 5 Section 10a: Hosting clubs may award trophies to the top three finishers in each class or the top (25%) in each class, whichever if fewer. Additional trophies and awards may be provided at the club's discretion.

b and c: deleted

2014 to 2015 –

#1 Article 5 Section 17: Base entry fees increase from $50 pre / $60 post to $55 pre / $65 post.

#2 Article 2 Section 6: Statement added to clarify Officer comp entry usage.

#3 Article 5 Section 19c: Implement colored backgrounds to designate rider class and letters to designate rider division, similar to current AMRA Big Bikes and other National series'. Letters taken from NHHA Youth series.

2015-2016-

#1 Article 5 Section 19: New Mini classes by age grouping and bike CC

#2 Article 5 Section 20: Increased points schedule for Expert and Amatuer groupings

#3 Article 5 Section 11: Increase Trophies awards to 33% or top 3 which ever is fewer.

#4 Article 5 Section 2g: Reworked top ten AA calcualtion and opened the AA class to any "A" rider.

2015-2016-

Rules are changes are highlighted throughout the rule book.

End of 2017 AMRA Rule Book