



**2017 AMO  
RACING  
COMPETITON  
RULE BOOK**

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## DEFINITIONS

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

1. "AMO" – Amateur Motocross Ontario
2. "Aftermarket" - Produced by manufacturer or fabricator other than original equipment manufacturer.
3. "CC" - Cubic centimeters.
4. "Consolation" or "Semi-Final" - A final qualifying race for those riders who did not qualify from their heat race.
5. "Displacement" - The space covered or volume swept out by the piston at each stroke.
6. "Disqualification" - Unless otherwise defined will mean the forfeiture of all awards, prizes and points earned in all events during that day's meet.
7. "DOT" - Department of Transportation
8. Double Jump – A double jump is any jump with a defined take off and landing with a minimum of eight feet between those points, and over three feet in height with a blind landing. A rider is classified as clearing a double jump if he/she lands anywhere past the defined landing and exceeds a distance that is considered reasonable, which is one bike length or eight feet past the take off.
9. "Event" - Any one of the races in a meet.
10. "Heat Race" - A qualifying race that determines which riders advance to the final event.
11. "Manufacturer" - The original manufacturer of the motorcycle in question and not the distributor.
12. "Meet" - A meeting at which one or more events are held.
13. "Model" - A reference to a particular year and name assigned by manufacturers to certain motorcycles.
14. "Moto" - A race in a Motocross meet.
15. "Motorcycle" - A motorized, two-wheeled, competition vehicle to be identified by its engine, frame number, frame tag or other frame marking.
16. "OEM" - Original Equipment Manufacturer.
17. "Official" (with reference to race results) - A listing of the final finishing order of an event issued by scoring after the 30-minute protest period has expired. The issuing of official results does not exempt riders, who competed in the event, from penalties for rules violations determined by MXC investigations following the protest period.
18. "Paddocks" - Designated area primarily used for maintenance of event-entered competition motorcycles. They may also include parking area for motorcycle transport and support vehicles.
19. "Participant" - Every club, association, company, promoter, rider and all other persons participating or in any way connected with a AMO race meet.

20. "Pit Crew" or "Crew" - Mechanic and/or assistants.
21. "Pits" - Designated area directly adjacent to race track that may include staging and signal zones. Access is limited to mechanics or officials with appropriate track pass credentials.
22. "Program" - The predetermined outline of events that make up a meet.
23. "Provisional" (with reference to race results) - An initial listing of the finishing order of an event issued by scoring immediately following the race finish. The posting of provisional results begins the 30 minute protest period.
24. "Promoter" - Any person or number of persons, company, corporation or club holding, proposing to hold, or organizing a meet.
25. "Production" - Any bike that is produced by a AMO recognized OEM.
26. "Qualify" - To advance to a final event by timed qualifying or heat race finish position.
27. "Qualifying Heat Race" - A preliminary race that may be used for elimination or to determine heat race starting positions.
28. "Race" - Competition in which five or more riders competes against each other.
29. "Race Track" - These will include the actual racing surface and runoff areas, the pit road and grid, a test track when provided and any other area where the riding of competition motorcycles is permitted.
30. "Rider" - Any person who competes on track in a meet.
31. "Suspension" - (with reference to penalties) The loss of all rights to compete as a rider or member of a pit crew for the stated period.
32. "Technical Inspector" - The technician who inspects all motorcycles and equipment of riders participating in a meet.
33. "Timed Qualifier" - A race against time by an individual rider. Laps are electronically timed for each rider and compared to determine qualifying order.
34. MOTOCROSS - A motocross event is conducted on a closed flat course and must be a minimum of 1/2 mile in length with a maximum of 2 miles in length. The course should be irregular so that both right and left hand turns have to be negotiated. It is advisable to include hills, jumps and other terrain that necessitates gear changing. Natural terrain should be used wherever possible. Tracks should try to maintain a 40 foot width but at no time should they be narrower than 16 feet.
35. SUPERCROSS - A Supercross is conducted within a stadium-type facility on a specially- constructed flat race track. The race track generally should be 20 feet in width at its narrowest point except where narrower sections are a benefit to traffic flow, such as dual line turns, etc.
36. ARENACROSS - An Arenacross is conducted within an arena-type facility on a specially- constructed flat race track.
37. **PASS – Gaining an actual position on the score sheet. Going past a lapper is not considered a pass.**
38. **Finish – is the first bike to touch the finish line. Bike does not have to fully cross.**

## CHAPTER 1 - RIDERS ANDELIGIBILITY

*Special Note: AMO Racing. Does not test the skill of individual participants in AMO sanctioned amateur events, nor do they license amateur competitors or judge rider competence. Participants are solely responsible for their safety.*

### A. General

- 1) All riders in AMO sanctioned competition are required to be members of the AMO and their respective recognized regional organization (if required). If a membership in a rider's home region is not required, a rider competing outside his home region shall not be required to purchase another region's membership card unless he desires to have his points kept and be eligible for year-end awards in that region. A proper legal release must accompany each amateur or professional application. In all off-road events, a rider must be 14 years or older to ride motorcycles above 251cc. The age of the rider is determined as of the date of the event.
- 2) Rider classification is determined by the region, or by the event's referee in non-sanctioned regions.
- 3) No rider under the age of 18 may compete without the notarized consent of his parents or legal guardian. The promoter or club must retain these notarized consents. A parent, legal guardian or authorized adult must remain present while the AMO member he is responsible for is participating.
- 4) All race personnel, race organizers, promoters, officials, riders, mechanic, anyone associated with riders and photographers must not consume or be under the influence of intoxicants or drugs that could affect their normal mental or physical ability. Besides affecting the safety of the event, any such use is inconsistent with the concept of good sportsmanship and is harmful to the sport of motorcycling. At any point while on premise for a meet and are intoxicated you may be excluded from the **event and will be immediately suspended. If the night prior to the event you are under the influence to the point it will affect your judgment during the event, you may be excluded.**
- 5) All riders and other race personnel must assess for themselves the track, facilities, existing conditions and other matters relating to safety. AMO cannot and does not undertake to supervise any competition. All riders and race personnel must rely on their own judgment and assume all risks of participating in competition in any manner.
- 6) Any member subject to disciplinary action by AMO shall be ineligible to participate in AMO sanctioned competition.

### B. Riders and Classifications

- 1) Riders shall be classified by AMO regions on the basis of participation and achievement in the region's competitions unless otherwise provided by AMO rules.  
Rider classification for 250/450/Open\* classes are as follows:  
Cash Class - highest classification. open to all Intermediate and Pro ranked riders. Upgrade points do not affect Intermediate status.  
Intermediate - The classification preceding "Professional" - Minimum - age 14 or **15** years of age as of January 1<sup>st</sup> of the current year have the option to remain as an Intermediate.  
Junior - the classification preceding "Intermediate". Minimum - age 12 years.  
Beginner - the classification preceding "Junior" - Minimum - age 12 years.  
\*Open classes are open to **125cc** motorcycles and larger

Minicycle classes are as follows:

85cc - 12 to 16 yrs.

85cc - 7 to 11 yrs.

Super Mini 9-16\*

65cc 7-9

65cc 10-11

50cc Pee Wee - 7 yrs. to 8 yrs.

50cc Pee Wee - 4 yrs. to 6 yrs.

Ladies 14+ SUPERMINI, 125cc - 250 2-strokes, 150 4-stroke - 250

Girls Age 9-16 - 65 – 85 (Small Wheels), CRF 150 (small wheels) No SUPERMINI.

\*Open to all 85cc competitors providing their machines adhere to their respective requirements.

- 2) Capacity limits for the listed classes are permitted as follows:

*50cc class - 0 - 50cc 2 stroke/0 - 73cc 4 stroke*

*65cc class – 60cc - 65cc 2 stroke/0 - 110cc 4 stroke*

*85cc class (7 to 11) – 60cc-85cc 2 stroke/60cc - 100cc 4 stroke*

*85cc class (12 to 16) – 85cc 2 stroke/100cc - 150cc\* 4 stroke*

*Maximum wheel size 17” front/14” rear wheel*

*\*Super Mini class (9 to 16) – 85cc – 112cc 2 stroke/100cc – 150cc 4 stroke (If a Supermini is under 12 the maximum displacement is a 105cc two stroke)*

*Maximum wheel size 19” front/ 16 rear wheel*

*250 class - 100cc - 250cc 2 stroke/100cc - 250cc 4 stroke*

*450 class – 250cc – 285cc 2-stroke/300cc – 450cc 4 stroke*

*Minimum wheel size 21” front/ 18” rear wheel.*

*Open class - 125cc - 550cc 2 stroke/100cc - 650cc 4 stroke*

**Schoolboy 1 – 85cc – 125cc 2 stroke/ 100cc – 150cc 4 stroke (12-16 age)**

**Minimum wheel size 19” front / 16” rear wheel. Maximum wheel size 21” front / 19” rear.**

**Intermediates are eligible.**

**Schoolboy 2 – 125cc – 153cc 2 stroke / 151cc – 250cc 4 stroke. Minimum wheel size 21” front / 19” rear. Intermediates are eligible. NO Supermini (13-17 Age)**

- 3) Age restrictions are based on age as follows:

Minimum - as of the date of the event.

Maximum - as of January 1st of current year.

50cc Pee Wee - minimum 4 years to maximum 8 years

65cc Pee Wee - minimum 7 years to maximum 11 years

85cc Minicycle - minimum 7 years to maximum 16 years

125cc 2-stroke/250cc 4-stroke - minimum 12 years

250cc 2-stroke/450cc 4-stroke and larger - minimum 14 years

Cash Class – minimum 14 years Age divisions - (Youth 14-24 yrs./25 Plus - 25 yrs.-34 yrs./35 Plus 35 - 44 yrs.

- 4) Riders applying for an AMO competition license will be required to ride in their highest classification held in a recognized motorcycling organization. Penalty may be denial of license and/or loss of any accumulated points.
- 5) Once true rider classification has been established, rider must have the proper amount of points to transfer to the next highest classification unless otherwise arranged.

1. **Protest against a rider's classification must be made no later than 15 days prior to an AMO Event. Prizes and awards will not be returned if upheld.**
2. The AMO representative of any sanctioned event has the authority to upgrade individual riders according to their ability as determined by the opinion of the representative and the Competition Advisory Committee. The upgrade of individual riders must first be approved by the AMO's Head Office. This rating would be in effect for future races.
3. All 85cc class riders must compete in the Junior division when competing on a **125cc** two stroke/150cc big-wheeled four stroke machine or larger unless otherwise arranged by a AMO Regional Representative.
4. First time riders are required to enter the Beginner division unless otherwise arranged with an AMO representative. Rider classification is based on their riding ability, not age or number of years competing.
5. Riders competing in age classes (Youth, Plus 25, Plus 35, and Plus 45) are permitted to participate in the age division as well as one below that in which they are classified (i.e. Plus 45 rider may compete in a Plus 35 and Plus 25 in Youth Class. Supermini or Schoolboy classes are not permitted to ride in their age class lower).
6. "Cash Class" rider classification and/or participation are considered permanent advancement, and it may be changed. If a rider believes he is not capable of competing successfully as a "Cash Class" rider, he may appeal in writing to the AMO national office, asking to be returned to the "Intermediate" class. Each case will be considered individually, and the rider will be notified of the decision in writing. Such an appeal may be submitted only once per season, and the AMO's decision is final. Riders returned to the "Intermediate" class are only those who regional officials consider completely non-competitive in the "Cash Class" class. The district must take care not to return riders who will dominate the "Intermediate" class. Once returned to the "Intermediate" class, a rider again begins accumulating advancement points. A rider may return to the "Intermediate" class only once. Participation in or advancement to a higher class in any region will result in advancement to the higher class in all AMO sanctioned competition.
7. Advancement from "Beginner" to "Junior" is permanent and may not be changed.

### **C. Points for Class Advancement**

- 1) Riders riding in more than one class will have upgrade points combined for both classes.
- 2) Beginner to Junior, 10 points.
- 3) Junior to Intermediate, 20 points.
- 4) Intermediate to Professional, 40 points.
- 5) Full points are awarded in classes of six or more riders. In classes of less than six riders, the winner will receive 2 points and second place will receive 1 point only.

Upgrade points:

1st overall receives 5 points



2nd overall receives 3 points  
3rd overall receives 2 points  
4th overall receives 1 point

- 6) All upgrade points are dropped by riders accumulating fewer than these totals so that the new season is started with zero upgrade points.
- 7) All riders earning sufficient upgrade points while participating in an AMO series may remain in the same class until completion of the series at which time the license must be remitted for upgrade.
- 8) The top THREE finishers from all Junior and Intermediate classes at the Grand National Amateur National Championship in Walton, MMRS National, AMO Provincial series will be automatically upgraded to a higher class the following year. **Intermediates may stay if they fall under rule chapter 1(B)(1) or they don't have enough upgrade points and their appeal is granted. If they win a championship they may not compete in that class again at the Walton Amateur Grand National or MMRS Amateur National. An Appeal is always allowed if the rider feels they shouldn't be moved up. A Champion 100% has to move up. Podium finishers can appeal.**

#### **D. Entries**

- 1) To properly enter a class, each rider must complete and sign in ink a AMO Race Entry Form and, in the case of post-entry, submit his/her AMO License with the entry and payment to sign-up personnel during hours designated for this purpose. At the discretion of the Promoter or AMO Representative, a "late entry fee" may be attached to the normal entry fee after sign-up has officially closed.
- 2) Promoter may establish an advance entry closing date, and post entries, which can have a higher entry fee, may or may not be accepted. In any case, the condition of entry must appear in all advertisements.
- 3) Entrants may be removed from an event for breaking the rules of conduct. However, promoters and recognized districts cannot issue continuing suspensions of AMO licenses.
- 4) A rider must start the first moto to be considered a participant. No rider will be permitted to start the second moto unless they have participated in the first moto. If qualifiers are needed you must ride qualifier to be eligible for LCQ and so on.

#### **Chapter 2 - EVENTS**

*Special Note: Participants are solely responsible for their safety at AMO sanctioned events and should assess their own ability to negotiate each individual track or course. Participants who doubt the competence of track 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 and should request the return of their entry fee before their practice session begins.*

#### **A. General Rules of the Event**

- 1) Every club, association, promoter, rider and all other persons participating in or connected with any meet are bound by these rules. Recognized regions must submit any supplementary rules to the AMO staff.
- 2) Under penalty or disqualification from the event, a rider may not use any machine other than the one on which he qualified. A rider may not qualify more than one machine for a race, unless the race includes events requiring different classifications or displacement. One machine may be used by two contestants provided they are entered in different classes.
- 3) At any meet the following applies: The machine must meet the class requirement for engine size. All classes need not be run in any given event. However, all classes to be run must be listed on any advance advertisements. If there are five or more entries for any class, that class must be run. If there are more than **5 but fewer than 37** riders in each of any **three** consecutive classes, these classes may be run at the same time (for separate prizes). **You cannot have more than 42 riders in a class.** If there are fewer than five entries for any class, entries will either be advanced to the next larger displacement class or, at the discretion of the promoter and/or AMO official, be cancelled for the day.
- 4) At meets where spectator admission is charged, an entry fee may be charged in addition to the admission fee.
- 5) There shall be a qualified first aid attendant with equipment and a safety transport vehicle at all sanctioned motocross events. An ambulance is defined as a vehicle equipped to comply with the respective provincial standards for ambulances. The referee shall not allow practice or racing to start unless the ambulance and attendant are at the course. The fee for any ambulance trips to the nearest hospital shall be the responsibility of the injured party.
- 6) Any Pro ranked rider attempting to qualify for a Pro National event will not be permitted to enter or race in any amateur or support class the weekend of the scheduled National event. Canadian Amateur Nationals are exempt for riders with current National points ranking outside the top 10 in the 250 Pro/Am division and the top 20 in the 450 Pro division. **Intermediate riders riding 250 are still eligible to ride amateur nationals even if in top 10 standings.**
- 7) If there are more than 60 total riders at a Pro National, the practice session must be divided into separate practice sessions between the classes. The practice order will be the same as the posted qualifying order for each respective class.
- 8) All riders entered in a race must attend the riders' meeting. The Head Referee may have a roll-call or spot-check attendance. The penalty for failing to attend the rider's meeting at Pro or Amateur National is \$100. **\$50 for regional events.**
- 9) Riding of competition motorcycles other than on the racetrack or designated test area is forbidden.
- 10) Any operation of a vehicle in the pits must be at a very slow, acceptable speed (10 kph maximum – 1<sup>st</sup> gear). At discretion of referee it will be either a fine or dead engine start.
- 11) Pets are not allowed in signal area, or other restricted areas. Pets must be leashed at all times. **\$25.00** fine for first time infraction.

- 12) Before leaving a race facility, it is the responsibility of riders/teams to deposit all of their waste items in appropriate containers such as trash bins and waste oil barrels. Should containers not be available on-site, riders/teams must transport such items from the facility for proper disposal. **For the Ontario region and Walton Amateur Grand National, infraction is a \$500 fine and disqualification from the event.**

## **B. Race Rules**

- 1) No one except riders officially entered may ride or practice on any portion of the course the day of the event.
- 2) The machine the rider crosses the starting line for his first hot lap, heat/qualifier or moto is considered the qualified machine for that event in that class.
- 3) Practice or warm up is limited to the designated race course. Competition riding or riders allowing their machines to be ridden outside these boundaries will be excluded from the event.
- 4) A rider must be ready when called to the starting area. If not ready, the rider or mechanic must signal the starter by raising their hand in the air and will be allowed 2 minutes after the starter's call to make minor repairs. Afterward, if he still is not ready, he is excluded from the event. Once an alternate rider has been called to the starting line by the Head Referee, he will not be removed unless disqualified for some infraction. No alternate rider will be placed in an event once the starter has started the race. Additionally, alternate riders may not be placed in an event that must be restarted. Any rider may ask for two minutes to make repairs, but the additional time will not prevent the disqualification of another rider who has used the two-minute limit. Once one rider has exercised the two-minute delay of the start, additional delays will only be permitted at the discretion of the head referee. A maximum four minute delay for two separate riders **at the discretion of head official** will be allowed at Amateur Nationals.
- 5) In the event of an on-track accident resulting in apparent indications of concussion or other undetermined head injury including temporary unconsciousness, headache, dizziness, nausea, or temporary memory loss, the involved rider is suspended from further competition for the remainder of the event.  
In all head injury cases where riders have been temporarily suspended, it is recommended to refrain from further competition for a minimum of three weeks or seek medical approval to return prior to the recommended time period. If doctor's note is required to return to racing, the note must indicate directly that the head is cleared to return to racing.
- 6) Under no circumstance may anyone ride a machine in the wrong direction on the track. For this offence, the rider will receive a five position penalty **at discretion of head official**.
- 7) Repairs to motorcycles will be allowed in the staging area and starting line until the 30 second board is displayed. Repairs may continue following the start of the race behind the starting line. Once a rider as crossed the starting line all repairs must take place in designated mechanics area.
- 8) A rider whose machine is disabled before reaching the finish line may, under his own physical power, push or carry his machine (in the direction of the track) across the finish line to receive the checkered flag. Provided he completes at least 50 percent of the number of laps as the winner, a rider who finishes in this manner will be considered as having completed the race. **Rider must be within last two corners and cannot hold up the race day more than 5 minutes.**

- 9) If a rider stops for any reason during an event, he must restart without any outside assistance, with the exception of 50cc Pee Wee – 4 to 6 year old competitors. However, if a rider falls, blocking the course and endangering other riders, he may receive help or have his machine pushed off the course. An attempt to help under any other situation will result in the rider's disqualification.
- 10) A rider who leaves the course must re-enter the race in a slower and controlled manner in which there is no interference with other rider or advantage, in any way, as a result. Failure to do so will result in the rider being penalized a minimum of one and a maximum of five finishing positions for that moto. For major infractions of this rule may result in disqualifications. (Ex: Cutting .33% of the track)
- 11) Any competitor who intends to pull off the course must signal his intentions by raising their hand, and must never cut across the course in front of other competitors.
- 12) A competitor who rides in a way that endangers officials, other riders or the public will be subject to immediate disqualification from the **class the rider is participating in** by the referee.
- 13) When entering or leaving the pits, a rider must use designated entrance and exit lanes. Failure to do so may result in disqualification.
- 14) When the caution flag is displayed due to an accident or mechanical problem, the downed rider must clear the track as quickly as possible if physically able.
- 15) The referee may decide the maximum number of riders who start any event. Starting riders will be those who qualify as a result of time trials or qualifying heats.
- 16) If qualifiers are required, a rider must start their designated qualifier in order to be eligible to advance to the last chance qualifier and/or main event. **If a rider does not ride their designated qualifier and it is the rider's error, the rider must go directly to the LCQ. If a rider that does not qualify, but attempts to compete in the main event, they will be fined \$50.00**
- 17) Final results will be tabulated from two motos or, in the case of qualifying motos, a main event as is customary for each particular track or as announced at the rider's meeting. Riders earn points in each moto according to their finishing positions. A rider must finish at least one moto to receive an overall finishing position.
- 18) POINTS SYSTEM: Points awarded per moto (or for main events in Arenacross/Supercross) are 25 points for first, 22 points for second, 20 points for third etc. (see schedule below). The rider accumulating the most points after both motos is the overall class winner. In case of a tie, the winner is the rider with the better finishing position in the final moto. In the event of qualifying heats and one final moto for outdoor events, points will be doubled for the finishing positions of the main event. Points per moto will be based on the following point schedule.

Position Points

1 <sup>st</sup>	25
2 <sup>nd</sup>	22
3 <sup>rd</sup>	20
4 <sup>th</sup>	18

5 <sup>th</sup>	16
6 <sup>th</sup>	15
7 <sup>th</sup>	14
8 <sup>th</sup>	13
9 <sup>th</sup>	12
10 <sup>th</sup>	11
11 <sup>th</sup>	10
12 <sup>th</sup>	9
13 <sup>th</sup>	8
14 <sup>th</sup>	7
15 <sup>th</sup>	6
16 <sup>th</sup>	5
17 <sup>th</sup>	4
18 <sup>th</sup>	3
19 <sup>th</sup>	2
20 <sup>th</sup>	1

**Regions may opt for a 50pt system where 1<sup>st</sup> will receive 50pts and 40<sup>th</sup> 1 pt.**

- 19) When the winner receives the checkered flag, the race is considered complete and all riders who take the checkered flag are scored according to their position and number of laps completed as of the final lap. A rider who did not finish or who completed fewer than one-half the number of laps of the winning rider and did not take the checkered flag receives no points. A Rider finishing 75% of the race but not crossing the line will receive last place points. A rider who did not start will receive no points. No rider will be allowed to make up lost laps after the checkered flag.
- 20) When the checkered flag is displayed to end a practice session, all riders are to return immediately to the pit area. Practice starts are to take place during the allotted practice session only. Riders practicing starts after they have received the checkered flag **or before practice session starts rider** will start their first moto with a dead engine and their right foot placed on the ground.
- 21) In cases of extreme weather or other conditions which prevent the completion of the full race program, overall results may be tabulated from one moto as announced by the Promoter or AMO Representative. Only single moto points and purse will be awarded to the finishers.
- 22) If at the end of a series a the points are tied. The winner will be determined by going back in the results and see which rider had the most 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> and so on till a winner is determined. If there is still a tie the winner is the racer who placed higher at the final event.

### **C. Procedure for Staging at Amateur Events**

- 1) The finish order of riders in qualifying motos will determine start positions for main motos as follows: the winner of each qualifier will have 1<sup>st</sup> choice of position, 2<sup>nd</sup> place finishers next, 3<sup>rd</sup> next and so on (1-1, 2-2, 3-3, etc). In the case of no qualifiers, pins will be used for the gate pick in the first moto.
- 2) In all subsequent motos, the riders will choose positions according to their finish position from previous motos in a 2 moto format. In the event results from a previous moto are not available, the second moto will be staged as per the staging order of the first moto. In a 3 moto format staging will be done by overall standings.
- 3) Riders will be called from the starting area to line up on the starting gate. A rider must take his position on the gate as assigned. If a rider is absent when their number is called they will lose their original gate choice and may only select their start position after the current rider to be staged has been called. Exchanging gate positions with other riders is not allowed. At events that have a numbered staging area, when the first bike starts to move to the line you are considered late and will receive last pick at the gate. **If pins are being used for an event, any rider who does not have their pin prior to the first number being called, they will be classified as late and receive last pick.**

- 4) At AMO Pro or Amateur Nationals, Arenacross, or Supercross the use of starting blocks or other elevating devices is prohibited.
- 5) No mechanic, rider or their motorcycle can go to the starting line before their number has been called.  
**At the discretion of official, you may lose your gate pick and receive last pick of gate.**

#### **D. Flags**

Flags measuring a minimum of 24 inches by 24 inches have the following meanings:

1. GREEN - start of race
2. WHITE - one lap to go until finish.
3. YELLOW - caution. When a yellow flag is displayed, there will be no double jumping allowed. Competitors must ride cautiously until they have passed the incident that caused the flag. While the yellow flag is displayed, failure to use reasonable caution, aggressive riding, passing or double jumping while the yellow flag is displayed will result in a 5 position penalty. Contact with emergency and track personnel, or race official will result in immediate disqualification from the event.
4. BLACK - disqualification of a rider. That rider must report to the referee at once.
5. BLUE - move over, another rider is trying to pass.
6. WHITE WITH RED CROSS - emergency vehicle or personnel on the track. Absolutely no passing or double jumping is allowed. An automatic penalty of ten positions will be imposed for those that fail to comply. If both the red cross and yellow flags are displayed and a pass occurs the ten position penalty will apply.
7. BLACK AND WHITE CHECKERED - end of a race.
8. RED - stopping of a race for any emergency situation.

#### **E. Scoring**

- 1) A AMO approved scoring system must be used. Each rider is entitled to examine his score or scorecard with the office compiler or Clerk of the Course.
- 2) Official results are declared final if no rider requested a recheck within 30 minutes after they are posted.
- 3) If any claims are filed within the 30 minute time frame, a new posting limit of 30 minute will be required if the claims are found to be valid.
- 4) The final results posted at the end of the 30-minute protest period may not be altered except by the AMO or regional appeal process.
- 5) In the event of a tie in points at series end, the process to break the tie is by determining the rider that has the greater number of top placing moto scores in the series. If, for instance, there is an equal amount of first place finishes in the series between two riders, calculate the number of second place moto scores, and continue down until the tie is broken. The rider with the greater number shall be placed higher in the overall results of the series. If the tie remains unbroken after comparing moto scores throughout the series, the overall winner of the final race in the series will be ranked higher in the final series results.

- 6) **Transponders – in certain regions transponders are mandatory for scoring. It is up to the rider to make sure their transponder is full charged, working and on the bike. If a rider forgets to put their transponder on the bike and wants to be scored there will be a \$25.00 administration fee. This fee can be waived by office staff if they feel warranted.**

#### **F. Starts**

- 1) Starting area must have a minimum width of 25 feet for Arenacross, 80 feet for Supercross, and 140 feet for Motocross at the starting gate. There must be a minimum width of 20 feet at the point where the starting area enters the track. Starting area must be 120 feet in length prior to entering the race track.
- 2) Mechanical device is used to start a motocross event - a rubber band, a mechanical backward-falling gate or, when facilities permit and with the referee's approval, electronically controlled starting lights.
- 3) The starting gate handle must be enclosed with a gate house that has a minimum height of 48" to prevent the riders from viewing the drop of the gate.
- 4) All starting gates must have a rear restraint a distance of eight feet behind the gate in the down position: i.e. railroad ties that will prevent riders from rolling back from the gate.
- 5) In the event of a false start (**gate malfunction**), which will be indicated to the Starter by a prearranged signal, the Starter will display a red flag to stop the race as soon as practical. **Someone jumping start is not considered a false start.**
- 6) There will be no grooming in front of the starting gate by riders or mechanics. Grooming may be done behind the gate providing that no shovels, tools, brooms, other implements or agents are used. Watering of starting lanes by riders or crews is prohibited. Transporting dirt from outside the designated starting area is prohibited. **A dead engine start will occur.**
- 7) For concrete starting pads, only the event organizers are permitted to clean or clear the starting pad in front of and behind the starting gate. All outside tools of any description, rags, **paper** towels, towels or any drying/cleaning device, etc. are prohibited. Hands and gloves are the only devices permitted to clean the starting surface. Any infraction will result in a dead engine start with the rider's right foot placed on the ground.
- 8) When the last rider is in the gate and the track is cleared for the start, the Head Referee then holds up a 30-second sign. The 30-second sign will be held upright for 30 seconds, then turned for five seconds, then turned sideways for no more than five seconds. During the one to five second interval, the gate will fall.
- 9) A rider will be considered to have started a Race once the machine has crossed the starting gate or line.

#### **G. Procedures for Red Flag Stops and Restarts**

In the case of a false start (gate malfunction) or a race that has been red flagged with less than 50% of the laps completed, a race will be restarted. If the red flag is displayed after 50% or more of the race has passed the race will be considered complete.

- 1) All riders are to return to their original starting position. Only riders that have been scored the lap prior to the red flag will be eligible to restart the race. Riders that are a lap down at the time of the red flag will be scored a lap down at the completion of the restarted race. The running time of the restarted race will be the total scheduled time less the time prior to the red flag. If the red flag is displayed within the first five minutes of the race, the race will be rerun in its entirety.

Riders that push their bikes across the start line for the intention of participating in the second moto will not be eligible for any restart of the first moto.

In the event of a rider jumping the starting device or backing off the gate, he shall be penalized one lap or will receive a stop and go penalty. If repeated violations occur, the Head Referee and/or AMO Representative may assess complete disqualification. Stop and go length will be until last rider in the class as gone by the finish. **The official does not** have to wait for riders that have crashed.

**In the event a race is ended due to a red flag, the rider causing the red flag will receive last place points. If two riders or more caused the red flag, they will be scored last and second last. Their results will be determined by previous position.**

Riders who are not present at the starting gate for the original start of a race will be excluded from any subsequent restarts.

- 6) I Supercross and Arenacross only, when a race is stopped with three laps or less completed by the leader, it will be restarted.
- 7) Should a Supercross or Arenacross race be stopped with more than three laps complete by the leader, riders will be restarted from a staggered standing start in the starting area. Riders' restarting positions will be determined by their race positions in the lap preceding the red-flagged lap. The remaining laps, or a minimum of two laps, will then be run. A race will be restarted no later than 20 minutes following a red flag.
- 5) Any race stopped with less than half of the specified laps completed will require a complete restart.
- 6) If, in the referee's opinion, it is necessary to stop an event after at least 50 percent of the total distance has been covered, the race may be considered completed. Riders will be scored according to their position on the lap preceding the one during which they were red flagged. **Even if the leader is the first to get a red flag (if it happens on lap 4 then you go back to lap 3).** If a race is stopped before 50 percent is completed, it is considered no race. At the referee's discretion, the event may be resumed.
- 7) If a moto was stopped because of an injured rider and a restart takes place, the rider causing the restart is not permitted to restart the moto. **If it occurs after 50 percent of race has occurred see Section 3, previous.**



## CHAPTER 3 - EQUIPMENT

*Special Note: AMO does not inspect vehicles in AMO sanctioned competition. Participants are solely responsible for the condition of their vehicles and their competence to operate them.*

### A. General Equipment Standards

Equipment used in sanctioned competition must meet the following standards, except as otherwise specifically provided for in this rulebook. When the rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the motorcycle components will perform in competition with safety.

- 1) Engines - The engine must be from the approved OEM, and the manufacturer's approved crankcase, cylinder and cylinder head from the approved OEM must be used. A manufacturer's cylinder that, in stock form, possesses a chrome/nikasil plated bore must maintain the manufacturer's standard specifications. Classification will be according to the manufacturer's piston displacement specification for that engine. A rider cannot bore or stroke a make a bike eligible for a class above the manufactures displacement ex: 250F to ride in 450 class. You may bore or stroke a machine to bring up to maximum displacement in the approved manufacturers class ex: 85 cc to a 112cc for Supermini use. The capacity of each engine cylinder is calculated by the geometric formula, which gives the volume of a cylinder; the diameter is represented by the bore, and the height by the space swept by the piston from its highest to lowest point:

$$\text{Capacity} = \frac{D^2 \times 3.1416 \times C}{4}$$

Where D = bore

And C = stroke

When a cylinder bore is not circular the cross sectional area must be determined by a suitable geometrical method or calculation, then multiplied by the stroke to determine capacity.

When measuring, a tolerance of 1/10 mm is permitted in the bore. If with this tolerance the capacity limit is exceeded for the class in question, a further measurement should be taken with the engine cold, to 1/100 mm limits.

- 2) Gasoline – Engine fuel must consist of gasoline defined as petroleum based and must be commercially available as produced by the manufacturer.
  - (a) Specific gravity must fall within the range: .715 - .765 at 60° F.
  - (b) The maximum oxygen content is 6.20% m/m.
  - (c) Epoxides (i.e. propylene oxide) will not be considered ethers. Nitrogen-bearing compounds are not allowed.
  - (d) Lubrication additives are permitted provided the resulting mixture will meet all other requirements.
  - (e) Samples for lab analysis may be taken anytime during a meet from a competitor's fuel tank at the discretion of the Chief Technical Inspector, Head Referee or upon receipt of a written protest accompanied by a fee of \$300.00. Official results from a AMO appointed laboratory will be the final determining factor of whether illegal performance additives are present in a particular fuel sample.
- 3) Transmission - The gearbox is limited to the number of speeds of the approved motorcycle. However, machines originally equipped with fewer than six speeds may be increased to a maximum of six speeds. All approved motorcycles must be fitted with a transmission as catalogued and sold by the manufacturer of the motorcycle in question.
- 4) Brakes - Brakes must be manufactured and installed in safe and workmanlike manner. Motorcycles in off-road competition must be equipped with adequate, operating front and rear brakes.

- 5) Frame - a) Frame parts must be manufactured in a safe and workmanlike manner, and any frame modifications also must be done in a workmanlike manner. Titanium frames are not allowed. Strengthening gussets or tubes may be added, but none may be removed.  
b) Side stands must be removed for competition.  
c) Once qualified for an event, the machine's frame may not be replaced though engines may be.  
d) All footrests must fold backward at a 45 degree angle. Footrests may be raised or lowered, but cannot be lower than the bottom frame tube.  
e) Engine mount location, steering head, swing arm pivot point and rear suspension linkage point must be the same as the originally approved model.
- 6) Handlebars and Controls - Handlebars must be made of steel or another material approved by the AMO. Repaired, cracked or broken handlebars are prohibited. Handlebar mounts may be altered. Control levers must have ball ends at least one-half inch in diameter.
- 7) Forks - Forks must be adequate in strength and size for the motorcycle and its use. A steering damper may be fitted in all types of competition.
- 8) Gas Tanks - The gas tank must be manufactured and mounted in a safe and workmanlike manner. Leaking gas tanks or fittings as well as temporary makeshift repairs are prohibited. The same size gas tank must be used during the entire event, including qualification.
- 9) Fenders - Rear fenders must extend at least to a vertical line drawn through the rear axle.
- 10) Three number plates are required, and must be mounted securely and in a workmanlike manner. All number plates must be clearly visible. If missing numbers you will be automatically disqualified **only** if missing **before the start of the race**.
- 11) Paddle tires are prohibited from all AMO sanctioned events. A paddle tire is defined as one that has a knob with one continuous rib from one side of the tire to the other.
- 12) **AMO will not enforce numbered backgrounds starting in 2016 and beyond. Numbers must be readable, but no specific background is required for any class with AMO**
- 13) The following applies to the 50cc Pee Wee classes only: i) Single speed automatic only ii) Maximum wheel size 12" iii) Maximum wheel base 41" iv) Maximum overall length 55" (Overall length is the horizontal distance between two vertical lines at the extreme points of the motorcycle.)
- 14) The following applies to the 60cc/65cc Pee Wee motorcycles and classes only: i) Minimum wheel size 10" ii) Maximum wheel size 14" iii) The maximum wheelbase for 60cc/65cc machines cannot exceed the manufacturer's specifications by more than 1 1/2".
- 15) The following applies to 80cc/85cc motorcycles and classes only: i) Maximum displacement 85cc (Stroking, sleeving and boring to obtain maximum displacement limits will not be allowed.) ii) No professional riders are permitted in the 85cc class. Intermediate ranked riders may ride the 85cc class providing they are 16 years of age or under.  
iii) Maximum rear wheel size, 14 inches. Big Wheel 80s may compete in the Super Mini class only.
- 16) The following applies to the Super Mini class only: i) Maximum 2 stroke displacement – 112cc (Stroking, sleeving and boring to obtain maximum displacement limits will be allowed.)  
i) Intermediate ranked riders may ride the Super Mini class providing they are 16 years of age or under.  
ii) The minimum wheelbase is 50 inches.  
iii) Maximum rear wheel size, 16 inches. Maximum front wheel size, 19 inches.  
iv) Super Mini competitors under the age of 12 years (as of their date of birth) may only compete on machines with a maximum 2 stroke displacement of 105cc two stroke.  
v) Aftermarket cylinder heads are allowed.

- 17) Exhaust Systems – All motorcycles must meet sound limits of 99 dB/A measured on the "A" scale at 0.5 meters (20 inches). Test procedure will be prescribed by AMO. The exhaust system must be attached securely **together at all points** and to the frame. **If exhaust is cracked 100% all of the way around it is not classified as being together.** If the exhaust system dislodges from the motorcycle, the rider will be immediately black flagged and disqualified from the moto. The discharge end of an exhaust system may not extend past the rear edge of the rear tire, nor point so that it creates dust or interferes with the vision of another rider. **If official cannot determine while on track, he or she must wait until the end of the moto and black flag rider with checker flag and inspection at that point will take place.**
- 18) All motorcycles are to be equipped with an operable kill switch.

#### **B. Motorcycle Equipment Inspection**

- 1) The referee has the power to disqualify any motorcycle that does not conform to the rules, and he may inspect any part of a motorcycle entered in an AMO sanctioned event. A machine that passes a pre-race inspection is subject to further inspection or protest at any time during the race program.
- 2) A rider who refuses to allow his engine to be measured or to prepare his motor for measurement is automatically disqualified from the event.
- 3) Participants are solely responsible for the condition of their motorcycles and personal

riding equipment. The AMO racing Corp. does not inspect or verify the condition of vehicles, clothing or other riding gear and accessories used in an AMO sanctioned amateur competition.

- 4) Any pre-race inspections that are performed do not certify that the motorcycle is qualified or constituted as legal for class participation.

### **C. Competition Apparel**

*It is the sole responsibility of the rider to select a helmet and apparel which will provide appropriate protection. The AMO does not endorse or certify any manufacturers or products. The rider must rely on his own judgment in the selection of any helmet and apparel for durability and safety.*

- 1) A helmet must be worn during all competition. Helmets must be certified by the manufacturer to meet or exceed the Department of Transportation (DOT) FMVSS - 218. The rider's number may be placed on both sides of his helmet (using a contrasting colour) to help scoring. Chin Strap must be done up properly which will result in a stop and go penalty (**which is the length of time required to secure it**) and possible disqualification. Taking helmet off at any point while on the race course will result in automatic disqualification for that moto. **A official may stop any questionable chin strap that may be undone at any point and time.**
- 2) Shatterproof goggles must be worn at the beginning of event, including practice.
- 3) Protective pants made of nylon, leather or other durable material must be worn in all competition.
- 4) Long sleeve jerseys are to be worn at all times. Short sleeve or sleeveless shirts are prohibited. Chest protectors are strongly encouraged. Shirt must be below elbow to be considered a long sleeve jersey. None compliance will result in disqualification from that moto.
- 5) When chest protectors and or jerseys are used for rider identification, there must be the rider's number displayed a minimum of eight inches high by one inch wide on the back of jerseys or 5 inches high by one inch wide on the back of chest protectors. The jersey/chest protector and number must be of contrasting colours. AMO is not assigning numbers. If a conflict arises at an AMO event one of the riders will be required to run a letter or an X to separate from other same numbered rider.
- 6) All Professionally ranked riders must have their last name on the back of their riding uniform at the shoulder line with letters no less than 1 ½ inches high. No abbreviations of last names or nick names will be accepted. If a chest/back protector is worn over the rider's jersey, the rider's name and assigned number must be visible either on the jersey or on the chest/back protector.
- 7) Rider's number on the back of their jersey/chest protector must coincide with their numbers displayed on their number plates. The number must be a contrasting colour to that of the jersey/chest protector.
- 8) At Amateur Nationals rider with highest ranking will keep his race number if there happens to be duplicates in a particular class.
- 9) Boots must be worn in all meets. They must be at least eight inches high with either laces, buckles or zippers, or specially designed and constructed for leg, foot and ankle protection.
- 10) For all National and Amateur National events, all riders and mechanics must present a clean and neat appearance.
  - a) Mechanics must be in a uniform designating a rider or team.
  - b) Cut-offs, sleeveless shirts and open-toe shoes are prohibited in the mechanics area.

- 13) Bibs are required at certain events and are mandatory. If a rider does not wear their assigned bib during a moto, but still has their race number on the back of their jersey, they will be docked 5 positions. If a rider does not have their bib, nor their numbers on their jersey, they will receive automatic disqualification.**

## **CHAPTER 4 - OFFICIALS DUTIES AND RESPONSIBILITIES**

*AMO does not train or certify officials who preside over AMO sanctioned competition events. Participants are solely responsible for their own safety.*

### **A. General Duties**

- 1) The Referee is the principal officer of a meet, acting as general supervisor. He does not, however, carry out the duties of any other official. The Referee must be introduced at the riders' meeting and be available throughout the protest period. It is the Regional Representative's responsibility to appoint a Referee who is well qualified. The Referee may not compete in the event.
- 2) The Referee's duties are:
  - a) To determine if any changes in the course are necessary.
  - b) To determine if all other appropriate officials are present and to ensure they are performing their duties properly.
  - c) To direct the starter to black flag a rider for any safety reasons, including excessive oil leaking from the motorcycle.
  - d) To provide for technical inspection of equipment used by the riders, and to bar any equipment that does not conform to standards.
  - e). To receive and decide all protests subject to appeal.
  - f) To decide on rider disqualifications, and disqualify any rider who violates any rules of the event.
  - g) To explain to riders all starting rules, including the meaning of flags.
  - h) To assign Flagmen, as necessary, at various points on the course, and to instruct them of their duties.
  - i) To determine whether Scorers, Officials, Flaggers, etc. are in place and ready before starting the meet.
  - j) To position riders on the starting line and start races.
  - k) In all starts the Referee and/or Official shall have the power to decide what is a fair start. The Official and/or Referee may declare a restart when:
    - 1) Two or more riders are down in the first lap.
    - 2) Conditions occur that endanger the lives of spectators or contestants and the event is not more than 50 percent completed.
    - 3) When the referee believes that a rider is not in condition to race the referee may refuse such rider to enter an event until such times as the rider gets a clearance from a doctor stating that the rider is fit to race.

- 3) The Official's duties are:
  - a) To give halfway flags, last-lap flags and finish flag.
  - b) To flag off the course any disqualified riders, and display any other signal flags as directed by the Referee.
  - c) To perform other duties assigned by the Referee.
  
- 4) The Clerk of the Course's duties are:
  - a) To exhibit a list of all events.
  - b) To receive all entries and check the riders' AMO cards.
  - c) To check rider classification and place riders in the proper events.
  - d) To keep a record of the placing of all riders in each event, and turn all records over to the Referee at the end of the event.
  - e) To perform other duties assigned by the Referee.

## **CHAPTER 5 - GENERAL OFFENCES AND PENALTIES**

This section outlines actions that 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, the Referee may disqualify any rider, mechanic or crew member from the balance of a race for violation of these rules, insubordination or other actions deemed in the sole discretion of the Referee to be detrimental to the race and the sport. Such disqualification includes the loss of any rights with regard to the event in question. In addition, the Referee is empowered to levy fines of up to \$1,000 and to recommend to the AMO that a party or parties be suspended from participation in AMO sanctioned activities. Unless otherwise specifically provided for in these rules, the AMO is empowered to suspend any rider, mechanic or crew member for a period of one event up to indefinite suspension for violation of these rules, insubordination, or other actions deemed, in the sole discretion of AMO, to be detrimental to the sport of motorcycle racing.

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

### **A. Offences**

The following offences will be subject to disciplinary action by the Referee and/or AMO. This list is provided as guidance to licensed competitors but does not restrict AMO from invoking penalties for other actions detrimental to the sport which are not specifically contemplated herein.

- 1) Falsifying one's age or ability to meet any of the various eligibility requirements as set forth by AMO, or in general, competing or attempting to compete in AMO sanctioned activities under false pretense will result in disqualification from the event and the series.
  
- 2) Giving, or accepting, directly or indirectly, any bribe in any form to any person in an attempt to circumvent AMO rules or procedures or to otherwise gain an unfair advantage.
  
- 3) Refusing to provide a factual statement regarding an item under appeal when requested by AMO or a party to the appeal; or interfering in any way with AMO's protest and appeal procedures in order to influence the outcome.
  
- 4) Engaging in any unfair practice, misbehavior or action detrimental to the sport of motorcycling in general, whether or not related to a specific competition. This also pertains to mechanics and all pit crew members, which are the responsibility of the rider for the duration of the event (defined as the time of arrival to time of departure from the site).
  
- 5) An attack (physical or verbal) or threat on a AMO official and/or engaging in a fight. This includes any person who attacks or is involved in a confrontation anywhere on the premises prior to, during, or after a

AMO sanctioned race. There will be no maximum fine or suspension period for this offense. A verbal threat or physical attack on a AMO official by a mechanic/team manager will result in disqualification of their rider.

- 6) Refusal to submit a machine for inspection. Any rider refusing to immediately surrender his or her machine to the Referee or his designee upon demand, or refusing to allow examination or measurement of a machine's components will be in violation of these rules and will be disqualified from the event.
- 7) Failure to re-enter the track at a point as close as practical to the point at which the rider left the track; and in so doing gaining an unfair advantage.
- 8) Receiving any form of prohibited outside assistance, except as provided for in these rules.
- 9) Failing to immediately respond to a black flag or other signals from AMO officials will result in immediate disqualification from the moto.
- 10) Failure to attend rider's meeting. At Pro or Amateur National the first offence will result in a \$100 fine, second offence \$200, and the third offence \$500 or exclusion from the event. All monies to remain with the AMO National Office. **At regional events it is a \$50 fine for first offence, \$100 for second offence, and disqualification for the day third offence.**
- 11) Riding at any time against the normal direction of travel will result in a five position penalty at the discretion of the head official.
- 12) Riding at any time in such a manner as to endanger the life or limb of other riders, officials of the public.
- 13) Causing a race to be stopped. A rider who is judged to be the cause of a red flag may not restart the event in question.
- 14) Any other act or actions deemed by an event Referee or AMO to be detrimental to the sport of motorcycle racing and the AMO Racing Corp..
- 15) An equipment violation that could potentially or effectively enhance the performance of a motorcycle used in competition.

## **B. Penalties**

- 1) Unless otherwise stated in this rulebook, at the discretion of the Referee, and/or AMO, the following level of disciplinary action may be administered.
  - a) Delayed start/stop and go penalty
  - b) 5 position penalty.
  - c) One lap penalty.
  - d) Moto disqualification - total or partial loss of points and/or prize money.
  - e) Class/event disqualification - indefinite suspension + fine up to \$1,000, total or partial loss of points and/or prize money.
  - f) Series/season disqualification - indefinite suspension + fine up to \$5,000.
- 2) Repeat of same offence by each rider, disciplinary action may be advanced one level at the discretion of the event Referee.

## CHAPTER 6 - PROTEST AND APPEALS

### A Protests

- 1) Any entrant may protest a decision of the Referee regarding matters connected with the running of the event, provided they are directly involved.
- 2) No protest at racing events will be accepted against a statement of fact that has been personally observed by the Referee or the Official (i.e. false starts/course cutting/dangerous riding/inappropriate entry to or use of the course etc). **Unless granted by head official.**
- 3) Protests must be in writing, submitted, signed and delivered by the rider lodging the protest, and handed to the Referee, with fee, if applicable as follows: a) Scoring questions within 30 minutes of the posting of the race in question (no fee necessary)  
b) Rule infractions - within 30 minutes of the completion of the race in question - \$100 fee.  
c) Machine legality (external) – at the end of first moto - \$100 fee.  
d) Machine legality (internal) - any time up to 30 minutes following the race - \$200 fee for 2 strokes and \$400 for 4 strokes.  
Fees will be refunded if protest is upheld.
- 4) When a protest is not upheld with regard to machine legality, all fees minus a 25% service fee will be given to the owner of the machine. If the protest or appeal is upheld the protester/appealer will receive all fees back.
- 5) Protest decisions may be appealed to the Region in writing, within 10 days of the event, and accompanied by a \$100 fee.
- 6) All protest, appeal and/or penalty funds for amateur/regional events are to remain with the AMO Regional representative

### B. Appeals

- 1) Only the rider who filed a protest, the rider protested against, **parent if rider is under age of 18 (amateur events only), team manager (recognized manufacturer team)** or the referee may file an appeal on any of the following:
- 2) Decision of the referee on protests
  - a) The appeal must be made in writing, accompanied by a \$100 fee and filed with the respective recognized region within 10 days after the decision. The appeal will be heard by three people appointed by the region (except for National and Provincial championship meets).



- b) Appeals of referee decisions at National or Provincial championship meets must be sent, along with the appeal fee, to AMO within 72 hours of the decision.
  - c) A decision must be rendered within 30 days.
  - d) Amateur Nationals all appeals must be rendered before 30 minutes of the last moto of a meet. They also must be dealt with before trophy presentation has started.
- 3) Appeals of district decisions (Appeals to AMO)
- a) The appeal must be in writing, accompanied by a \$100 fee and filed with AMO within 10 days after the decision.
  - b) The appeal will be heard by three members of the AMO staff, three Competition Advisory Committee delegates or any combination of three staff and delegates.
  - c) An appeal must be rendered within 30 days.
- 4) Any fine imposed by a referee, a Regional Representative or AMO is subject to appeal to the AMO Executive Directors. The appeal must be in writing and sent to the AMO, accompanied by a \$100 fee.
- 5) All fees will be returned to appealing parties if their appeals are upheld.
- 6) Regional appeals shall be dealt with by the Regional Competition Committee. This Committee is comprised of a minimum of two to the Region Executive, the Head Referee and Assistant Referee.
- 7) Decisions of the Region may be further appealed to the National office in writing, within 10 days of the Region's decision, and accompanied by a \$100 fee.
- 8) National appeals shall be dealt with by the Executive Directors and/or Competition Advisory Committee.
- 9) Where members of either the Competition Advisory Committee or Regional Board are directly involved in the appeal, they shall disqualify themselves from participating in the decision.
- 10) The presentation of evidence by video image must be treated with utmost caution. Video images are influenced by choice of lenses and by angle distortions, the effect of which is difficult to evaluate without expert help.
- 11) An appeal may be lodged to challenge fines, suspensions and technical disqualifications levied by Referees and/or AMO.
- 12) Items which may not be appealed:
- a) Disqualifications (procedural).
  - b) Protestable items for which no protest was lodged.
  - c) Decisions of AMO officials with respect to the interpretation of AMO rules as they pertain to race procedures. Such decisions include, but are not limited to, assignment of starting positions; the start of the race; the control of the motorcycles; the decision to delay, stop or shorten a race; the assessment of lap or time penalties; black flag, and disqualifications, whether from a single event or the entire race meet.
  - d) Decisions of the scorer for an event with respect to scoring or any recheck thereof by the AMO.
  - e) 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 an event).