2026 Amateur Motocross Ontario Competition

RULEBOOK

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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 "SemiFinal" 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 30minute 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 AMO investigations following the protest period.

18. “Paddocks” Designated area primarily used for maintenance of event entered com- petition motorcycles. They may also include parking area for motorcycle transport and

support vehicles.

19. “Participant” Every club, association, company, promoter, rider and all other per- sons 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 pro- visional 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 com- petition 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.

“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.

35.

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. When a Yellow or Red Cross flag is displayed, passing is considered to be any bike on the track ahead. Passing a lapper or rider in another class will result in a 5 (Yellow) or 10 (Red Cross) position penalty

38. “Finish” Is the first bike to touch the finish line. Bike does not have to fully cross.

CHAPTER 1 RIDERS AND ELIGIBILITY

Special Note: AMO 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 an- other 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 offroad 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.
   https://amoracing.com/2025/01/08/2025-amo-membership-is-open/

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 re- main present while the AMO member he is responsible for is participating.

4. All race personnel, race organizers, promoters, officials, riders, mechanics, and 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 sportsman- ship and is harmful to the sport of motorcycling. If any event participant or personnel are at any point while on the premise for a meet intoxicated, they 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 Classification*

AMO Race Classes for 2026 Classes:

Tyke 4-8
50 4-6
50 7-8
50 GP 4-8
Girls 4-8
65 B 7-11
65 7-9
65 10-11
65 GP
85 7-11
85 12-16
Supermini 9-16
Schoolboy 1 12-17
Schoolboy 2 12-17
Two-Stroke 12+
Open Beginner
250 Junior
Open Junior
250 Int
Open Int
Pro-Am (Intermediate riders permitted)
Ladies A 12+ 85cc+ (no 450's)
Ladies B 12+ 85cc+ (No 450's)
Girls 9-16 (65, 85, CRF150, SUPERMINI)
Youth BEG/JR/INT 14-24
Plus 25 OPEN
Vet B Open
Vet 30 B
Vet 40 OPEN
Vet 50 OPEN

Please see class definitions and capacity limits for full details on each class. Regions are welcome to run different classes than what is listed above, however, the above classes are the ONLY classes offered for ANQ points and a National Championship.

1. Riders shall be classified by the AMO regions based on participation and achievement in the region's competitions unless otherwise provided by AMO rules.

Rider classification for 250/450/Open* classes are as follows:

- Professional - highest classification
- Pro/Am – Open to all Intermediate and Pro ranked riders. Upgrade points achieved in this class do not affect Intermediate status.
- intermediate - The classification preceding "Professional" - Minimum - age 14 or 15 years of age as of January 1st 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, as well as all electric bikes

Minicycle classes are as follows:

Schoolboy 1 12-17
Schoolboy 2 12-17
Two-Stroke 12+
85cc - 12 to 16 yrs.
85cc - 7 to 11 yrs.
Supermini 9-16 yrs.
65cc Pee Wee 7-11
50cc Pee Wee - 7 yrs. to 8 yrs.
50cc Pee Wee - 4 yrs. to 6 yrs.
Tyke – 2yrs. To 8yrs

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

for the listed classes are permitted as follows:

Tyke – Racers on 50cc CRF, PW, TTR, JR and allowing training wheels, etc. Bikes that are made for learning how to ride. These bikes are not necessarily a race bike but a bike to learn on. Training wheels are allowed

50cc class:0 - 50cc 2 stroke/0 - 73cc 4 stroke/KTM SX-E 5 Husqvarna EE 5 GasGas Electric Models

65 B (7-11) 65cc 2 stroke
65cc class 7-11: 65cc 2 stroke
85cc class (7 to 11): 65cc-85cc 2 stroke/100-150cc 4 stroke
85cc class (12 to 16): 85cc 2 stroke/100cc - 150cc* 4 stroke
(Maximum wheel size 17” or 19’ front/14’ or 16’ rear wheel)
*Supermini class (9-16): 85cc – 112cc 2 stoke/100cc – 150cc 4 stroke
(Maximum wheel size 19” front/ 16 rear wheel)
Two-Stroke (12+): 125-150cc Two Stroke max (No Supermini)
250 class: 100cc - 250cc 2 stroke/100cc - 250cc 4 stroke*
Professional/Pro-Am
Pro-Am: 125cc - 250cc 2 stroke/250cc - 450cc 4 stroke* 450 class**:

250cc – 285cc 2-stroke/300cc – 450cc 4 stroke (Minimum wheel size 21” front/ 18” rear wheel.)

Open class: 125cc - 500cc 2 stroke/100cc - 450cc 4 stroke

*** Electric Bikes will be allowed in any OPEN class but not a specific Class*

Ladies A (12+): minimum 85cc – 250cc 2 stroke/ 250cc 4 stroke

Ladies B (12+): minimum 85cc – 250cc 2 stroke/ 250cc 4 stroke

**If any Ladies B racer races a Triple Crown National Women’s event, they will void their regional/provincial B status*

Girls (9-16): 65cc – 112cc Two Stroke 100cc to 150cc 4 stroke

Girls (4-8): 50cc

Schoolboy 1(12-17): Supermini up to 125cc. 100cc to 150cc 4 stroke (Minimum wheel size 19” front/16” rear wheel. Maximum wheel size 21” front/19” rear. Schoolboy 2 (12-17): 250cc 4 stroke only. Minimum wheel size 21” front / 19” rear. Intermediates are eligible.

Age restrictions are based on age as follows:
Minimum - as of the date of the event. Maximum - as of January 1st of the current year.

Tyke – Minimum of 2 years old and maximum of 8

50cc: minimum 4 years to maximum 8 years
65cc: minimum 7 years to maximum 11 years
85cc: 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 Professional/Pro-Am: minimum 14 years

Age Divisions

Youth: 14 yrs.-24 yrs
Vet B/30 30 yrs.-39 yrs
Vet 40: 40 yrs - 49 yrs
Vet 50: 50+

2. Riders applying for an AMO competition license will be required to ride in their highest classification held in a recognized motorcycling organization. The penalty may be a denial of license and/or loss of any accumulated points.

3. Once true rider classification has been established, the rider must have the proper number of points to transfer to the next highest classification unless otherwise arranged. Advancement points must be earned through sanctioned events to be able to race the next highest classification and advancement must be approved by AMO.

4. Protest against a rider’s classification must be made no later than 15 days prior to an amateur national. Prizes and awards will

not be returned if upheld.

5. 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/or the AMO Board of Directors. The upgrade of individual riders must first be approved by AMO's Head Office. This rating would be in effect for future races.

6. 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 an AMO Regional Representative.

7. 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.
8. Riders competing in age classes (Youth, Vet B Open, Vet 30, Vet 40, and Vet 50) are permitted to participate in the age division one below that in which they are classified (i.e. Vet 40 rider may compete in Vet 30 division).
9. Riders competing in Veteran classes, ages 30-39, ranked as a Beginner or Junior are to compete in the Vet B class. Riders ranked Intermediate or Pro is to compete in the Plus 30A class. Junior level riders can ride Plus 30A with approval.

10. "Professional" 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 "Professional" 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
"Professional" 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.

11. Advancement from "Beginner" to "Junior" is permanent and may not be changed.

12. 50cc Pee Wee riders in the 4-6 yrs. category are permitted to compete in the 7-8 yrs. division but cannot move back to the 4-6 yrs. division following the advancement.

13. 65B *** Racers that are first, or second-year racers are Eligible. Racers with 50cc experience of three or more years are not eligible** Any racer placed top 10 in 50 7-8 or 50 GP/Open 4-8 of the current year's final OPC points automatically get moved up. NEW for 2024 65B Racers are allowed to race ECAN or Walton Raceway Grand National TrasnCan in their 65-age class if the class has space (65B racers DO NOT COLLECT ANQ POINTS AT AMO EVENTS). No matter the finish they are automatically moved up at year's end. Any racer who does choose to take advantage of this rule is allowed to finish their current year in the OPC championship series. If a 65B racer wants to race the equivalent age class at an AMO event, they void their "B" status.

C. Points for Class Advancement

1. Riders riding in more than one class will have upgrade points combined for both classes.

Beginner to Junior	10 points Junior
to Intermediate	20 points
Intermediate to Professional	40 points

2. Full points are awarded in classes of six or more riders. In classes of less than six riders, the winner will receive 3 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

3. All upgrade points are dropped by riders accumulating fewer than these totals so that the new season is started with zero upgrade points.

4. 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.

5. No upgrade points are awarded for Arenacross or Supercross events.

6. The top THREE overall finishers from all Youth, Junior and Intermediate classes at the Walton Grand National Amateur National Championship 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 Championship.

7. Any rider competing in the 250 Pro/Am East/West national series that earns a national number will be automatically upgraded to the Pro ranks regardless of their total upgrade points earned at regional events in the Intermediate class, however, an appeal may be granted. If the rider falls under rule chapter 1(B)(12) he may use this option.

D. *Entries*

1. To properly enter a class, each rider must complete and sign in Online via https://www.livelaps.com/viewpromoter?77363 , 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 signup has officially closed.

2. Promoters 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. Only WCAN, ECAN or TransCan rule - A rider must start (cross the gate) 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 a rider must ride the assigned qualifier to be eligible for LCQ and so on.

5.A rider may compete in as many classes he/she is able to on a regional or provincial level. At the Grand National or Amateur National level, a rider is permitted a maximum of three classes to race

6. Only AMO Event Rules - A Rider must cross the finish line at least once to be able to be scored. If the class does not have enough racers to pay points, the racer will only earn 1 series point, not the last place position in the race. IE – If the class has only 7 entries and the racer crosses the line once; they will not get 7th place paying points. They will receive just one point. To receive full points a racer must complete 50% of the laps

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. THERE ARE NO REFUNDS AFTER PRACTICE IS RUN AT AN EVENT.

i. General Rules of the Event

1. Every club, association, promoter, rider and all other people participating in or connected with any meet are bound by AMO rules. Recognized regions must submit supplementary rules to the AMO staff.

2. At provincial level events, a rider is not required to qualify their motorcycle and may use any motorcycle that meets the class requirements.

3. At the Grand National or Amateur National level, the motorcycle used in moto 1 is the qualified motorcycle and must be used for the duration of the event. If a different motorcycle is used, this will result in immediate disqualification without protest at the GNC/Amateur Nationals.

4. AT AMO Provincial Events a racer may race a second bike or borrowed bike for Moto 2.

5. 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 canceled for the day.

6. At events where spectator admission is charged, an entry fee may be charged in addition to the admission fee.

7. There should be a qualified first aid attendant with equipment and a safety transport vehicle at all sanctioned motocross events. The referee shall not

allow practice or racing to start unless the qualified first aid attendant and equipment are at the course. The fee for any ambulance trips to the nearest hospital shall be the responsibility of the injured party.

8. All riders entered in a race must attend the riders' meeting. The Head Referee may have a roll call or spot check attendance. See Chapter 5, (A) (10) for full penalty details.

9. Riding 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 (5 kph maximum – 1st gear). At the discretion of the referee, it will be either a fine or dead engine start.

11. Pets are not allowed in the signal area, or other restricted areas. Pets must be always leashed. $25.00 fine for the first-time infraction.

12. Before leaving a race facility, it is the responsibility of riders/teams to deposit all 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 Amateur Grand National Championships, the infraction is a $500.00 fine and disqualification from the event.

ii. 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. 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.

3. 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 two minutes after the starter's call to make minor repairs. Afterward, if he/she 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 the head official will be allowed at Amateur Nationals.

4. In the event of an on-track accident resulting in apparent indications of concussion or another 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.

5. 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. If a doctor's note is required (at the request of the Head medic) 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 offense, the rider will receive a five-position penalty at the discretion of the 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 has crossed the starting line all repairs must take place in the designated mechanics area.

8. Riders who do not complete the checkered flag lap will be scored in order of finish and laps completed. Riders choosing to leave a race before its completion are not required to wait for the checkered flag to receive credit for laps they have completed.

9. If a rider stops for any reason during an event, he must restart without any outside assistance, except for 50cc Pee Wee 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.

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 from qualifying heats.

16. If qualifiers are required, a rider must start their designated qualifier 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.

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. Riders must use the same motorcycle for parade or sighting lap as the race. Parade or sighting laps are optional. If your bike breaks or the rider is injured and can't return to the starting line after a 2 minute hold, that rider will be excluded from that class for the rest of the event. An alternate will be put in place of that rider and will remain in the class for the rest of the meet. Due to extreme weather conditions, the head official may eliminate sight lap until time permits.

19. 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:

Pos	Points
1st	25
2nd	22
3rd	20
4th	18
5th	16
6th	15

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

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. Rider's 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. At local or provincial events double points will be awarded after 1 moto format. For National, Grand National, or Amateur National Events only single moto points and purse will be awarded to the finishers.

iii. Procedure for Staging

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 1st choice of position, 2nd place finishers next, 3rd next and so on (1-1, 2-2, 3-3, etc).

In the case of no qualifiers, random computer selection or pins (where computers are not used) 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 at 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. Only regional/local events are starting blocks permitted on the starting line. For WCAN/ECAN and TransCan Grand National, starting blocks are provided by the event ensuring equality for all competitors. NO outside starting blocks are permitted.

5. No mechanic, rider or their motorcycle can go to the starting line before their number has been called. At the discretion of the official, you may lose your gate pick and receive the last pick of gate.

iv. Flags

Flags measuring a minimum of 24 inches by 24 inches have the following mean- ings:

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/jumping allowed. Competitors must ride cautiously until they have passed the incident that caused the flag. While the yellow flag is displayed, racers are allowed to race to the flag, after flag failure to use reasonable caution, aggressive riding, passing or double jumping while the yellow flag is displayed will result in a 2- 5 position penalty. Once passed the incident racing resumes. Contact with emergency and track personnel, or race officials will result in immediate disqualification from the event.

4. 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 positions penalty will apply. The Head Referee may go to full disqualification at his discretion. When a Yellow or Red Cross flag is displayed, passing is considered to be any bike on the track ahead. Passing a lapper or rider in another class will result in a 5 (Yellow) or 10 (Red Cross) position penalty. Once passed the incident racing resumes.

5 - BLACK - disqualification of a rider. That rider must report to the referee at once.

6 - BLUE - move over, another rider is trying to pass.

7. BLACK AND WHITE CHECKERED - end of a race.
8. RED - stopping a race for any emergency situation.

v. Scoring

1. An 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 requests a recheck within 30 minutes after they are posted.

4. 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.

5. 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.

6. 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 overall 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 overall 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 overall scores throughout the series, the overall winner of the final race in the series will be ranked higher in the final series results.

7. Transponders – At events using transponders it is the rider responsibility to ensure the transponder is fully charged, working and on the bike.

vi. 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 8 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 sideway 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.

vii. Procedures for Red Flag Stops and Restarts

1. In the case of a false start (gate malfunction) or a race that has been red flagged due to an emergency/downed rider blocking the course 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.

2. 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.

3. 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.

4. If prior to the gate dropping for the start of the race, a rider either A) jumps the gate, or B) rides through the gate due to a missing gate brake (which stops the gate from being pushed forward), or a broken gate brake, the race must be restarted. A red flag can be used to stop the race, but in this case the red flag does not disqualify the rider.

a. First Offence - restart, dead engine start
b. Second Offence - disqualification for the moto
c. In the event a restart is not possible, the rider in question must receive a stop and go penalty.

5. If the rider repeats either offence on the restart, they are black flagged as soon as possible and held until all other riders have passed who are circulating on the same lap as the leader.

6. 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.

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

8. Supercross and Arenacross only, when a race is stopped with three laps or less completed by the leader, it will be restarted.

9. Should a Supercross or Arenacross race be stopped with more than three laps completed 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.

10. Any race stopped with less than half of the specified laps completed will require a complete restart.

11. 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.

12. 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 5, previous.

viii. Impound

1. For Nationals, the overall top three finishers are to leave their race bike in the designated quarantine area for 10 minutes. If, following the first motos, a protest is lodged, the protested machine is allowed to compete in subsequent motos under protest. At the completion of the motos, the motorcycle will be quarantined for a minimum 30 minutes and inspected under AMO.

After this time limit, the impound area officials will no longer be responsible for the machines left behind. Amateur nationals impound may be random and is at the discretion of the head official.

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. OEM and Aftermarket cylinder and cylinder heads are allowed on all machines but must meet the stock bore and stroke limit for that class. A rider cannot bore or stroke a bike eligible for a class above the manufacturer's 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:

   Capacity = D 2 x 3.1416 x 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 multi plied 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, 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. Only gasoline and gasoline/ethanol blends as available in normal retail locations are permitted for fuel. Pure gasoline in any form, either as pump gas or race gas, is acceptable, provided that the fuel is mass-produced and readily available to all competitors. Ethanol blends, whether pump fuel or race fuel, must consist of no more than 10 percent ethanol. No alcohol other than ethanol is allowed. Oxygenated fuels, whether pump or race gas, are allowed so long as the ethanol content is no more than 10 percent, provided that the fuel is mass-produced and readily available to all competitors.

   b. 7. Off-the-shelf octane boosters and fuel stabilizers are permitted when used in accordance with the manufacturer's labeling.

   c. 8. No other fuels or fuel additives are allowed, including (but not limited to) methanol, nitro methane, propylene oxide, and nitrous oxide.

d. 9. All fuel must be stored in approved containers.

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 workman- like manner. Motorcycles in offroad 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: Front and Rear fenders must extend at least to a vertical line drawn through the Front/rear axle.

10. Number Plates: Three number plates are required (one on front, two on each side), 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. 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.)

12. The following applies to the 65cc Pee Wee motorcycles and classes only:
    i. Minimum wheel size 10"
    ii. Maximum wheel size 14"
    iii. The maximum wheelbase for 65cc machines cannot exceed the manufacturer's specifications by more than 1".
    iv. Aftermarket cylinder and cylinder heads are allowed but must meet the stock bore and stroke limit

13. The following applies to 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.

Maximum rear wheel size, 14/16 inch in 85 7-11. 85cc class (12 to 16): 85cc 2 stroke/100cc - 150cc* 4 stroke
(Maximum wheel size 17" or 19' front/14' or 16' rear wheel)

    iii. Aftermarket cylinder and cylinder heads are allowed but must meet the stock bore and stroke limit

14. The following applies to the SuperMini class only:
    i. Maximum 2 stroke displacement – 112cc Maximum/ Four stroke 150cc (Stroking, sleeving and boring to obtain maximum displacement limits will be allowed.)
    ii. Intermediate ranked riders may ride the SuperMini class providing they are 16 years of age or under.
    iii. The minimum wheelbase is 50 inches.
    iv. Maximum rear wheel size, 16 inches. Maximum front wheel size, 19 inch-es.
    v. 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.
    vi. Aftermarket cylinder and cylinder heads are allowed but must meet the stock bore and stroke limit

15. The following applies to the 125/150cc two stroke bikes class only:
Aftermarket cylinder and cylinder heads are allowed but must meet the stock bore and stroke limit

16. At AMO - Race numbers are required on every motorcycle to race. White on Black, Red on white, or Black on white are

permitted for all classes. Ladies may run White on Blue

17. Exhaust Systems – 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 an official cannot determine while on track, he or she must wait until the end of the moto and black flag rider with checkered 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 con- form 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 pro- gram.

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 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 motor-

cycle is qualified or constituted as legal for class participation.

c. *Competition Apparel*

1. Protective pants made of leather or other durable material and long sleeve jerseys must be worn in all competition.

2. When a riding jersey or other apparel is used for rider identification, it is recommended that an 8-inch number be on the back, and the number be of contrasting colors. If an external back support is used, the number should be placed on the back protector.

3. Boots must be worn in all meets. They must be at least 8- inches high with any combination of laces, buckles or zippers, or be specially designed and constructed for leg and foot protection.

4. All riders must utilize a shatterproof face shield or shatterproof goggles at the start of the event.

5. It is required for all competitors in All Classes to wear chest and back protection. The protector may be worn under or over the jersey, and it should cover the sternum anterior ribs, posterior ribs, and spine from T1 to T 12.

6. Wearing of Helmets: It is mandatory for all participants taking part in practice and races to wear a full face protective helmet, except in Trials competition where a Trials helmet may be worn.

a. All helmets must be intact and no modification may be made to their construction that alters the helmet from the condition it was tested and approved. The helmet is made to provide protection and is not a platform to attach foreign objects. For example, cameras or other accessories are NOT permitted to be attached to the rider's helmet.

b. The helmet must have a chinstrap-type 'retention system'.

c. The helmet must be of proper fit, in good condition and properly fastened and remained fastened while moving during competition. The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval:

USA/MRC/AMO: Snell M2020/M2025, M2020R/M2025R, M2020D/M2025D or DOT FMVSS 218

Europe: ECE 22.05/22.06 P, P/J

Japan: JIS T 8133:2015

FIM FRHPhe-01 or FRHPhe-02

1. At Amateur Nationals rider with highest ranking will keep his race number if there happens to be duplicates in a particular class.

2. For all National and Amateur National events, all riders and mechanics must present a clean and neat appearance.

3. Mechanics must be in a uniform designating a rider or team.

4. Cutoffs, sleeveless shirts and open toe shoes are prohibited in the mechanics area.

5. 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 Flaggers, 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.

3. The Official and/or Referee may declare a restart when:
   a. Two or more riders are down in the first lap.
   b. Conditions occur that endanger the lives of spectators or contestants and the event is not more than 50 percent completed.
   c. 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.

4. The Official's duties are:
   a. To give halfway flags, lastlap flags and finish flag.
   b. To flag off the course any disqualified riders, and display any other sig- nal flags as directed by the Referee.
   c. To perform other duties assigned by the Referee.

5. 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 Refer- ee 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 $1,000.00 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 out- come.

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 or a participant / rider 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. *An attack by an AMO official or staff member on a rider will result in immediate sanctions against the official or staff, including immediate suspension and removal from the event, followed by a hearing and resulting sanctions deter- mined by the AMO Board or, if a conflict of interest might be perceived, an impartial committee chosen by the AMO Board and approved by the rider who was attacked.*

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 reenter 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.

This offence will always remove the unfair advantage gained plus a 5 position penalty. If no advantage was gained and no malicious intent is believed by the officials, the competition committee, or the AMO Board, then no penalty would be applied.

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. This definition would include any action that directly resulted in the injury of another rider. If another rider is injured due to dangerous riding as determined by the referee, the competition commit- tee, or the AMO Board, the offending rider may be suspended for one or more events, and suspension may be equal to the time the injured rider is unable to compete. The suspension may be determined to be indefinite if the actions of the offending rider are determined to be egregious and the injured rider will never be able to compete again.

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, except if the red flag is the result of restart due to jumping or riding through a start gate during the start of the race – for this situation a rider may restart the event.

14. Any other act or actions deemed by an event Referee or AMO to be detri- mental to the sport of motorcycle racing and the AMO.

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, the following level of disciplinary action may be administered at the event.

    a. Delayed start/stop and go penalty
    b. 5 position penalty.
    c. One lap penalty.

d. Moto disqualification - total loss of points and prize money for the Moto in which they were disqualified.
e. Class Disqualification - total loss of points and prize money for the Class in which they were disqualified.
f. Event disqualification - total loss of points and prize money for the Event in which they were disqualified.

The referee my also recommend initiation of a REVIEW of the incident(s) by the AMO Board, which may increase the penalty. A rider may also request a review of an incident they were involved in.

NOTE: Repeat of same offence by a rider, disciplinary action may be advanced one level at the discretion of the event Referee

2. The AMO Board or the AMO Competition committee can implement a REVIEW of any incident they decide contravenes the rules within 1 week of the event, or will implement a REVIEW if requested by the Referee or rider involved in an incident. Their investigation may take up to 1 week, but will be conducted as efficiently as possible. They may use video tape and inter- views with pertinent staff, officials and riders. This type of review does not require an initial call by the referee or a complaint by a rider for REVIEW and INVESTIGATION to be implemented. If a recommendation is made by the AMO Competition Committee, the AMO Board must ratify the decision. If the AMO Board makes a recommendation, then the AMO Competition Committee must ratify the decision. The possible recommendations that can be made include:

    a. Moto disqualification - total loss of points and prize money for the Moto in which they were disqualified.
    b. Class Disqualification - total loss of points and prize money for the Class in which they were disqualified.
    c. Event disqualification - total loss of points and prize money for the Event in which they were disqualified.
    d. Series disqualification - total loss of points and prize money for the Series in which they were disqualified.
    e. Season disqualification - total loss of points and prize money for the Series in which they were disqualified.

In addition to Event or Series disqualification, the AMO Board or Competition Committee may institute either or both of:

    a. A fine up of to $10,000.00
    b. Indefinite Suspension of the Rider

3. Rules cannot be changed except during a 6 week period following the end of the race series. Proposals may be made by any Stakeholders to the AMO board over that published 6 week period. The AMO Board will review the rules, consult stakeholders, and then release a decision. If an emergency rule amendment is required, it must be approved by the AMO Board, the

Competition Committee.

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 the first moto $100 fee.
    d. Machine legality (internal) any time up to 30 minutes following the race $300 ($50 dollar to the tech tearing down) fee for 2 strokes and $500 ($100 dollar to the tech tearing down) for 4 strokes.

Fees will be refunded if protest is upheld minus the tech amount.

Protest Procedures and Tech Trailer Protocol

Access to the Tech Trailer

During the inspection and protest process, only the racer, parent, or mechanic associated with the protested motorcycle is permitted inside the tech trailer. They may be present along with the AMO Tech and either the head Referee or an AMO Representative.

Proximity Restrictions for Protest Parties

The individual or family initiating the protest must remain at least 200 feet away from the tech trailer. This policy is intended to prevent overcrowding around the trailer and to minimize negative interactions, such as arguments or disruptive behavior, between the parties involved in the protest.

Managing Tear Down Situations

It has been observed that tear down situations often attract large groups of people attempting to enter the trailer or congregate near the entrance. This can lead to disputes and arguments between the families involved. The outlined restrictions are designed to ensure a controlled environment and minimize conflicts during these procedures.

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 $100.00 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 Board. The appeal must be in writing and sent to the AMO, accompanied by a $100.00 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 AMO Board in writing, within 10 days of the Region's decision, and accompanied by a $100.00 fee.

8. National appeals shall be dealt with by the AMO Board and/or AMO Competition Committee.

9. Where members of either the AMO Board, AMO Competition Committee, Regional Board, or Regional Competition Committee 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 re- check 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 rerun an event).

NOTES: