



Motocross Rule Book

AMCA RULES INDEX

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NOTES TO RIDERS

- A. The rules of competition are intended only as a guide for the conduct of the sport pursuant to uniform rules. Rules directed or related to safety are promulgated to make all persons concerned with safety, but the AMCA neither warrants safety if the rules are followed nor compliance with any enforcement of the rules. Moreover, each participant in competition has the responsibility to assess the safety aspects of facilities and conditions, and must assume the risk of competition.
- B. Riders and Eligibility: Special Note: The AMCA does not test the skill of individual participants in AMCA - sanctioned events, nor does the Association licence competitors or judge riders competence. Participants are solely responsible for their safety.
- C. A competition Licence but does not imply that its bearer has been trained, tested or certified to have achieved any level of competence in the operation of his/her motorcycle.
- D. General Equipment Standards: Equipment used in sanctioned competition must meet the standards as specifically provided for in this rule book. 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 and materials, and/or fabricate the same so that the motorcycle components will perform in competition with safety.
- E. Responsibility: Participants are solely responsible for the condition of their machines and personal riding equipment. Officials do have the authority to prevent the use of any machines or equipment which they do not think is satisfactory.
- F. Competition Clothing: It is the sole responsibility of the rider to select a helmet and apparel which will provide appropriate protection. The AMCA does not endorse or certify any manufacturers or products. The rider must rely on his/her own judgement in the selection of any helmet and apparel for durability and safety. Certain British Standards for helmets are laid down in the rules and must be complied with.
- G. Meetings: Special Note: Riders are solely responsible for their safety at AMCA sanctioned meetings 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 in the event.

MACHINE SPOT CHECKS

At any time during a meeting, the AMCA Stewards may pick out two bikes at random and record the engine and frame numbers on the Stewards Reports, together with name and

licence number of the owners/riders (name and address for non-licence holders). Three bikes may also be noise tested, they will be chosen from practice at random and recorded on the Stewards Reports. This will be forwarded to the AMCA Office for further checking.

CODE OF CONDUCT AND GUIDE TO RIDERS

1. On arrival at a venue for an event, expect to pay for anyone with you who is not covered by the free pass sent to you. Don't abuse the Gate Officials, they are only helping the Organisers. Any abuse may result in exclusion from the meeting.
2. Parking - If directed to a specific place, please co-operate. Again don't abuse the Marshals who have been instructed to park the vehicles in a certain way.
3. Hang a litter bag on your vehicle to encourage people with you not to drop litter. Remember someone has to pick all the litter up afterwards, otherwise the venue could be lost.
4. Walk the course before practice, watch, as most courses deteriorate through the day. Do not stand between the ropes, behind a single rope or in a prohibited area, if you do you are liable to be disciplined.
5. Always ensure that you do not ride your bike anywhere except on the track and in authorised areas at walking pace to and from the track.
6. Ensure all numbers are clean each time you go out on to the track.
7. If you should fall off, get your machine off the track or to the side of the track as quickly as possible.
8. Do not presume you can wash off your machine in the paddock, some Clubs will not allow this or only in certain areas.
9. After the meeting, check round your vehicle for litter and take it home with you.
10. If you have enjoyed the day out why not say so to one of the Organisers. Riders we have many, good Organisers we have few.
11. **ILLEGAL PRACTICE** - - Any rider who uses an AMCA track for practice without the consent of the Club responsible for that track shall, without exception, be disciplined as seen fit by the Club responsible for the upkeep of that venue. Permission from the Club does not mean that AMCA Insurance is in place, only events issued with AMCA Authorisations are covered.

Please remember at some venues there are local restrictions which sometimes prevent overnight camping. At some circuits dogs are not allowed, even on leads. Fires or barbecues should not be lit without the consent of the organising Club. If you wish to comment on an event, remember there are regular group meetings to discuss events and anyone is able to attend.

RIDERS CONDUCT

RIDERS CONDUCT RIDERS ARE RESPONSIBLE FOR THOSE WHO ATTEND EVENTS WITH THEM. ABUSE WILL NOT BE TOLERATED, A ZERO TOLERANCE POLICY WILL BE ENFORCED. If any person conducts themselves in a manner which is not acceptable to the AMCA, or any of its affiliated Clubs, and it is not possible to discipline the persons involved, then the rider will be held responsible and may be disciplined.

If dealing with someone under the age of 18 years the parent/guardian must be in attendance, if the organising club/group has an appointed Child Protection Officer, they should also be invited to attend.

Any penalty imposed on under 16 year old riders, must be alternative to marshalling duties.

Penalties:

- a) Warnings - Should never be public but ensure 3 of 4 officials are present,
- b) Time/points penalties - Time/points penalty affecting the rider's results.
- c) Withdrawal of Championship points - Affecting the riders championship position.
- d) Disqualification - The maximum period a rider can be banned for at an event is 2 events. During this period the rider or the Officials involved may request a "hearing" (see below) which should be conducted by an Appeals Committee.
- e) Suspension of AMCA Licence - For specified periods of time. i.e. 2 weeks ban for 3 months.
- f) Exclusion - Withdrawal of AMCA Licence

Riders should be aware that instant suspension from an event can be made for the following offences, cases can be referred to groups, motocross or appeals committees to impose higher penalties:

- 1. Any act which is of a violent, threatening or abusive nature to any official, rider, passenger or any other person.
Note! Any hearing called as the result of any act of violence will be referred to a hearing committee which will be held at the AMCA Office.
- 2. Any rider involved in behaviour that is likely to bring the sport, the name of the Association and its Clubs into disrepute. i.e. bad language, dropping of litter, standing in prohibited areas
- 3. The carrying of extra passengers on machines in run off areas.
- 4. Competing or attempting to compete in any AMCA authorized event without the proper paperwork being completed.
- 5. The use of Power Washers in areas not allowed by the organising Club.
- 6. Riders and passengers not wearing helmets when machines are ridden.

7. Gaining admission without paying for non-ticket carrying spectators.
8. Parking of vehicles in areas not allowed and this includes camping overnight without prior permission.
9. The digging of holes for camping purposes and the use of equipment for leveling up of vehicles i.e. stakes for putting under wheels is not allowed.
10. All race personnel, officials, riders, mechanics, photographers or anyone associated with riders 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 detrimental to the sport.
11. Failure to stop when flagged by a marshal or official. A competitor failing to stop when flagged by a marshal or officials renders himself/herself to suspension for the remainder of the meeting. This will also apply to practice. See SR-6

Note: Any decision to ban a rider on the day of the event to be taken by 3 of the following; Clerk of the Course, Home Group Co-ordinator, Deputy Co-ordinator and one of the 2 Stewards.

NOTE! Any person found to be guilty of an act of violence –

- a) minimum period of suspension of AMCA licence recommended 6 months.
Maximum period of suspension will depend upon the severity of the offence
- b) any person who is not a licence holder and not connected to a licence holder would be excluded from attending AMCA events indefinitely
- c) an AMCA licence holder will be considered responsible **for** any person who attends events with them, and will be disciplined as well as action taken against the offender

GROUP HEARINGS

Groups of Clubs are able to arrange disciplinary hearings and any person required to attend must be given written notice of the hearing and informed that any witnesses they may wish to attend will be able to do so. A written statement will be acceptable. Anyone not attending may be dealt with in their absence providing every opportunity has been made for the person(s) to attend. At a hearing, only one member per Club will hear the evidence and witnesses to the incident will only be allowed into the hearing one at a time.

APPEALS TO THE MOTOCROSS OR APPEALS COMMITTEE

Any person or club who is disciplined by a Group hearing and feels the hearing was not fair or that the penalty was too harsh, may appeal to the AMCA Motocross Committee in writing including a deposit of £50. Hearings to this committee are not automatic, they

will only be granted if the reasons for the appeal are considered valid. Any decisions by either the Appeals Committee or the Motocross Committee will be final and binding. At all disciplinary hearings, any persons having a connection, either financial or as a relation, to any person having a hearing should declare that interest. Appeals against 'automatic' bans may be heard by an AMCA appointed committee rather than a 'home' group committee. Appeals are not automatic and will only be granted if the reasons are valid.

SUSPENSION OF MEMBERSHIP

Disciplinary Action - For any rider who is stopped from riding for a limited period, he/she must marshal (or observe at Trials) at AMCA events. He/she must ensure that an Official of the organising Club witnesses this and that the Stewards include confirmation on the event paperwork and in the case of motocross events sign a programme to confirm this has taken place. An offender must carry out the duties themselves and should arrange with the organising Club(s) beforehand.

Marshalling at a riders own Club event will not count.

If the rider is under the age of 16 years alternative duties may be found.

LICENCES

1 MOTOCROSS LICENCE

All riders who wish to compete in Motocross events must be in possession of a Motocross Licence.. A rider who wishes to apply for a Licence must be a paid up member of an AMCA Affiliated Club that organises Motocross events. Licences may be applied for online. Licence application forms are also available from affiliated clubs. Confirmation that the applicant is a member of a club will be sought from the AMCA office. No rider shall be a member of more than one affiliated Club for the purpose of competing in Motocross events. All Licences are renewable on February 1st each year.

If a rider is not a licence holder they can compete as a One Day Licence (Rule 6)

The Motocross Licence will cover the rider to be able to compete in Scrambles, Trials and Enduro's.

Licences for AMCA Motocross Championships - Riders who are eligible (qualified) for the Classes in the AMCA Motocross Championship must apply for an AMCA Licence by March 1st.

SIDECAR PASSENGERS

Names must be included in the Official programme. (Substitutes are allowed providing they are Licence holders).

Passengers are not allowed to be changed during a race, any change of passenger must be notified in writing to Race Control.

2 COMPETITION LICENCE APPLICANTS

All first time applicants must send or attach a headshot photograph when applying for a licence.

TRANSPONDERS

Transponders are compulsory for ALL AMCA Motocross Events.

AMCA owned Transponders can be hired.

3 MINIMUM AGE LIMITS

Minimum age for solo riders is 7 years old, Sidecar drivers and passenger's minimum age is 14 years old

4 (a) Inter Juniors –

Age	Grade	Engine Capacity	Only Wheel size / Spec
7+ years	Inter Junior 65	Max 65cc 2 Stroke	12 inch rear, 14 inch front
9+ years	Inter Junior 85	Max SW85cc 2 stroke or SW150cc 4 stroke	14 inch rear, 17 inch front
11-14 years	Inter Junior 85	Max 85cc 2 stroke or 150cc 4 stroke	16 inch rear, 19 inch front

Junior/Senior/Expert Class and Age Capacities

Age	Grade	Engine Capacity	Minimum Wheel size / Spec
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13 + Years	MX2 (Junior/Senior/Expert)	Max 250cc 2 stroke or 250cc 4 stroke	14 inch rear, 17 inch front
15 + Years	MX1 (Junior/Senior/Expert)	Min 151cc 2 stroke or 251cc 4 stroke	14 inch rear, 17 inch front

4 (b) Machine Capacities.

Age limits in this note applies to machine capacities NOT classes.

- 65cc bikes are permitted to ride in the inter junior class so long as SR-24 Method D is used to mark the track (see Standing Regs) Auto's will NOT be allowed.
- Note! The fundamentals of a 65cc and 85cc 2-stroke /150cc 4 strokes machine should be "factory standard" or "as supplied by the manufacturer". (Fundamentals to include frame, engine and wheels).
- MX2 and MX1 machines (125cc 2-stroke, 150cc 2-stroke, 250cc 4-stroke and above) are not eligible to compete in the Inter Juniors.
- 12 year olds can ride MX2 machines in exceptional circumstances, with parental consent.
- Clubs wishing to run a separate Auto 50cc class (they can be run with 65's but not with Inters 85's), clubs must apply to the Office for criteria.

Auto's

An Auto class can be run for riders from 6+, this class can be combined with a 65cc class, 85's should NOT be combined and included in this class. To run this class permission should be obtained from the Office.

Age	Grade	Engine Capacity	Only Wheel size / Spec
6+ years	Inter Junior 50 (Auto's)	Max 50cc 2 or 4 Stroke (Automatic, no manual clutch)	12 inch rear, 15 inch front

4 (c) Grading of Inter Juniors.

Riders aged 7, 8, 9, 10 and 11 are NOT to be upgraded in any circumstances
Riders aged 12 and 13, 14 years old may only be upgraded in exceptional circumstances and only then with parents/guardians written agreement via the upgrading Co-ordinator and/or Group Co-ordinator who will forward the request to the office.

Any rider who changes bike size to MX2 class bike will not be allowed to compete in the Inter Juniors.

If an Inter Junior over the age of 15 is of below average height or ability) in the opinion of the co-ordinator or the up-grading official, then they can remain in the Inter Juniors until their 18th birthday (as long as the machine they are competing on permits them to do so) until their circumstances change.

A riders age on the 1st January is their age for the year.

4 RIDERS UNDER 18 YEARS OLD

At all events, a Parent/Guardian or another person over 18 years of age must be present and remain throughout the meeting including practice, to take responsibility of riders under 18 years of age.

Riders whose legal guardian does not attend events, must supply a letter of authority to the AMCA authorising a named party who will be responsible for the rider throughout the event. A copy to be carried at all time by the temporary guardian (ready for inspection)

5 TRANSFERS

Any rider who has been a member of a Club in the previous season and wishes to move to a different club in this season must obtain permission from his/her former Club AMCA Riders whose membership has lapsed for a period of 12 months will be treated as new members.

6 ONE DAY LICENCES

One Day Licence include the entry fee and insurance.

Sidecar driver and passenger (joint ODL) includes insurance for driver and passenger.

Sidecar passengers will cover the cost of Insurance as there is no entry fee.

It is a clubs discretion whether One Day Licences will be taken on the day of the event, please check with the organising club. Photo ID must be presented when applying at the event.

7 UPGRADING

Riders will be graded according to their riding ability.

1st (overall) - 4 points, 2nd (overall) - 3 points, 3rd (overall) - 2 points. A rider will be upgraded when he/she has reached 12 points (For guidance only).

One Day Licence riders will score points for upgrading purposes.

Each Group may modify the system to suit its own requirements. Groups may operate a downgrading system. Co-ordinators or persons authorised by a Group should inform the

AMCA Office of riders to be up or downgraded and riders will then receive confirmation, including new number(s), in writing.

ENTRIES

8 AMCA SOLO CHAMPIONSHIP

All MX1/MX2/125/Vets/Womens and Youth 85 Championship riders must pay a registration Fee.

9 ENTRY REFUNDS

If a rider has signed for an AMCA event, and for any reason cannot be entered for that event, or an event that has been signed for has been transferred to a different venue, the rider will be allowed a refund if they apply in writing to the AMCA Office before the Friday prior to the event.

Once a meeting has started, riders will not be eligible for a refund should the event have to be cancelled for any reason.

Cancelled Entries

Medical evidence **MUST** be provided unless the rider is under 16. Requests for refunds must be made in writing prior to the event. The refund will not be issued until the office is in receipt of the signing on sheets from the appropriate meeting.

PREPARATION

10 MACHINES

Competition machines must be equipped with two efficient brakes, one to each wheel of the motorcycle. One brake must be foot operated and must lend itself to immediate application with the rider's foot on the foot rest or foot board. Electric motorcycles may have two hand operated brakes.

4 Stroke machines - closing throttle cable **MUST** be in place where originally fitted to the machine. Chain guards **MUST** be in place where fitted as standard.

Machines must be equipped with a multi-speed gearbox, clutch and front brake levers must be of the ball end type. Primary chains must be fully enclosed. Electric motorcycles without gears are acceptable.

Throttles must return when released so that the machine stops. All machines must be fitted with an effective kill button.

Any lights must be taped up, registration plates must be removed, prop stands must be removed or zip tied up.

11 MACHINE CAPACITIES

MX2 Class Up to 250cc 2-Stroke and 250cc 4-Stroke.

MX1 Class Over 151cc 2 Stroke and 251cc 4-Stroke & All Electric Motorcycles

Other classes may be added to an event;

Vets

Over 40, clubs may lower the age limit to suit

Twins shock

Any bike manufactured with two rear shock absorbers with drum brakes and air cooled including up to 1984 Husqavarnas, pre 1982 Monoshock Yamahas and water cooled originals that were manufactured pre 1982. Forks must not be greater than 46mm diameter. Certain specials will be permitted provided they are within the spirit of twinshock racing. Any dispute over eligibility will be decided by vote taken from competitors on the day within that class.

Evo

Any bike manufactured between 1981 and 1989 with a monoshock. Proof of age of manufacture may be requested in the event of a dispute. Machines should have original frame, engine and braking systems.

Electric

Electric motorcycles can have either two lever operated hand hydraulic brakes or one brake must be foot operated and must lend itself to immediate application with the riders foot on the foot rest or foot board. Both levers must be of ball end type.

Electric motorcycles must be of a type and form consistent with standard IC motorcycles may ride with the MX1 class. These bikes are currently limited to; KTM Freeride, Sur-Ron Strom, Stark Varg and Alta.

Bikes must be from a production process and homologated to original specifications set out by individual manufacturers.

12 CHANGE OF CAPACITY

Any rider who is intending to change from one capacity class to another must notify the AMCA Office as different racing numbers are needed in MX1 and MX2 Classes. This rule applies only to all solo grades.

13 COLOURS OF NUMBER PLATES

Inter Juniors	<i>White Numbers on Black Plates</i>
Juniors	<i>White Numbers on Black Plates</i>
MX2 Seniors	<i>White Numbers on Blue Plates</i>
MX1 Seniors	<i>White Numbers on Red Plates</i>
MX2 Experts	<i>Yellow Numbers on Blue Plates</i>
MX1 Experts	<i>Black Numbers on Yellow Plates</i>
Sidecars	<i>Black Numbers on Yellow Plates</i>

14 JUNIOR RIDERS

Junior riders will only be allowed to ride in Junior races: Only in exceptional circumstances (i.e. Vets, Twinshock, Evo class and Under 25 (Juniors & Seniors)) Junior riders will be allowed to ride with other classes.

15 RACING NUMBERS

Machines must be equipped with three (3) plates, one facing forward and one each side to the rear of the swinging arm pivot bolt and to be clearly visible when the rider is on the machine (sitting or standing).

Numbers/Figures must be a minimum height of 6" (15.2cm) and 1" (2.5cm) wide.

16 TYRES

Machines must be fitted with either Standard or Competition tyres. Tyres incorporating spikes or other extraneous grip are not permitted.

17 WHEELS

The use of Mag Alloy Wheels is forbidden. (Unless wheels are filled in when used on sidecar outfits).

18 SIDECARS

Sidecar bodies are to be unsprung (as distinct from sprung chassis) and rigidly attached to the chassis. They must also be equipped with a substantial handrail for the passenger. The lowest point on the sidecar front must not be less than 9" (22.8cm) from the ground with the sidecar chassis forward of the sidecar wheel spindle not being less than 6" (15.2cm) from the ground.

The inboard side of the sidecar mudguard must totally shield the wheel - no space between this guard and floor platform. On the driving side of the sidecar, a valance of minimum height of 4" (10.16cm) will be fixed. This is to be of sound construction and must be fitted the length of the chain or drive and in line with the same. Outfits must be fitted with cut-out's which must work. There should be no protruding bolts, including below the underneath of the sidecar platform. The passenger must be protected from the chain and sidecar wheel.

19 FIRE EXTINGUISHERS

Each rider is advised that their vehicle is to be fitted with a suitable fire extinguisher when parked in the paddock area which must not be carried loose but should be retained in positive quick release brackets, secured to the vehicle.

The minimum size of fire extinguisher to be used is 2 kg or Dry Powder Type (2 kg)

20 LITTER

Riders are responsible for any litter around their vehicle and each rider must take their litter (including tyres) away from the event and NOT leave it for the organising Club to dispose of.

21 ENVIRONMENTAL MATS

All riders are advised to have environmental mats for use at AMCA events. No detergents or only bio-gradable detergents should be used in power washers.

22 PETROL CONTAINERS - LEGAL REQUIREMENT

Approved cans should be:-

- a) Clearly marked 'PETROL' or 'PETROLEUM SPIRITS' and 'HIGHLY FLAMMABLE'
- b) Leak proof and of suitable material
- c) State and comply with S.I. 1982/630 if plastic
- d) The use of petrol at an event is allowed from the authorised container into the machines petrol tank.

CLOTHING/EQUIPMENT

23 HELMETS

Helmets must conform to the British Standard Institution BS6658-A, BS6658-B. or UN ECE Regulation 22 ECE22-05. Snell Memorial Foundation Snell M95 or M2000 (individual approval only). These are the only standards that are acceptable. Non fibre

glass helmets must NOT have racing stickers on, and riders must not paint or deface non fibre glass helmets with stickers or adhesive labels or tape. No additional holes to be drilled other than those provided in the manufacture of the helmet i.e. for face masks etc.

Helmets with detachable fins are allowed. BS6658 type A.

Helmets must be worn at all times whilst the machine is being ridden, including in 'run off' areas.

24 CLOTHING

- a) SHIRTS – Motocross jerseys must provide protection to the body and arms. Long sleeves must be worn down at all times.
- b) GLOVES - All Solo and Sidecar riders must wear gloves. This does not apply to Sidecar passengers.
- c) TROUSERS – Padded at the hips and knees.
- d) EYE PROTECTION – Goggles or visors of a non splinterable type must be worn at the start of a race. Spectacles should be non splinterable.
- e) BODY BELT / KIDNEY PROTECTORS – Recommended to be worn and protective armour to cover at least the chest and shoulders.

25 FOOTWEAR

Purpose made boots should be worn.

26 TRANSPONDER

It is the rider's responsibility to ensure that the transponder is secure and charged and fitted, riders will not be scored if the transponder is not working, fitted or charged.

RACE DAY

27 SIGNING ON

It is the responsibility of each rider to sign on the Official 'signing-on' sheet before he/she goes out to practice. The purpose of signing on is to indicate that your machine and you are accepting the conditions as listed below and which are included on the top of the 'signing-on' sheets. Wristbands - Riders will be issued with wristbands, these will be issued and fitted at signing on, only riders entered into the event will be allowed to sign. In the case of riders under 18 years of age, they must be accompanied by parent/guardian. Wristbands must be worn throughout the event.

Periodic checks may be made throughout the day to ensure the rider is the same person who attended signing on.

Wristbands will be issued by the AMCA to Clubs.

If you, the rider, or your parents or guardian (in the case of riders under 18 years old) have any doubts about the competence of the track or Officials (including First Aid) or are concerned about the safety of the course, or your own ability to negotiate the course, or are uncertain about the conditions of your machine or doubt the competence of fellow competitors, you should not participate in the event. IF YOU DO NOT WISH TO RIDE - DO NOT SIGN THE 'SIGNING-ON' SHEET. PARTICIPANT/RIDERS ARE SOLELY RESPONSIBLE FOR THEIR OWN SAFETY ALL RIDERS OF 16 YEARS OR UNDER MUST HAVE A PARENT/GUARDIAN PRESENT THROUGHOUT THE MEETING WHO WILL TAKE RESPONSIBILITY FOR THEM.

28 PRE RACE INSPECTION (PRI)

Each machine and rider must pass (PRI) before going onto the track, machines must be fitted with a silencer. The size and position of the three racing number plates, which must be clearly visible when the rider is sitting on the machine. Twist grips have to have self-closing throttles, that shall return and be secure. Clutch and front brake levers must be of ball end lever type. Cut outs to be operative. Folding footrests and chain guard where fitted as standard must be in position.

Riders Helmets, clothing and boots to be looked at as riders go to the start line for the first practice.

This is not a mechanical safety check. The mechanical safety of the machine is the riders own responsibility.

29 CHANGE OF MACHINERY DURING RACING

Riders are not allowed to change machines during a race. They may, however, change for the following races, providing the machine is of the correct capacity. In the event of a race being stopped, riders are allowed to change their machine to continue in the race re-run. Lap scorers must be informed of the number and transponder changes.

30 PRACTICE

Riders should note practice is not racing, on the first lap of practice there should be no unreasonable overtaking.

31 RACING TIMES

All races to be a MINIMUM of ten minutes plus 1 lap, unless racing is stopped by a red flag.

32 SIGNALLING

Signalling is allowed when behind appropriate protection.

33 RIDERS FIT TO COMPETE

If a rider, in the opinion of the First Aid Team in attendance, is adjudged unfit for any reason and/or is refusing treatment, or thought to be acting out of character, then he/she will not be allowed to ride again that day unless he/she is cleared by a doctor or the head of the First Aid unit present on site or at hospital. This decision will be supported by 3 of 4 officials on duty at the meeting.

34 AWARDS ON THE DAY

The first three riders overall in each class must be presented with an award, at the end of the event. Minimum type of award should be a certificate or rosette. Prize money can be given, but riders should be allowed to change this for trophies etc. Day licence holders competing in the Seniors and Juniors will not score points on the day towards trophies. Day Licence holders competing in the Inter Juniors and Experts will score points on the day and be able to win trophies. All day licence holders will be awarded upgrading points (irrelevant of class) to be monitored by group co-ordinators.

35 POINTS SCORING SYSTEM TO DECIDE OVERALL POSITIONS

The winning rider in each class is the rider with the highest number of points. All races shown in the programme will count. Any additional races not shown in the programme will not count towards overall position. Any ties will be settled by the results of the last race in each class. In the event of riders being on equal points after 2 races and neither scores in the last race, then the rider who finished highest in their 2nd race wins overall.

36 PROTESTS & COURSE CUTTING

If a rider leaves the contours of the circuit and gains an advantage then they may receive a penalty, depending on the severity of the offence then punishment may range from a time penalty to disqualification from the race.

Any protest regarding results must be sent to the AMCA Secretary within 7 days of the publication of the results, together with a fee of £20.00 which will be returnable if the protest is considered reasonable. Disputes to be settled by the Committee of the organising Club.

Any other protest concerning riders may only be submitted by the rider involved, and not by anyone on his/her behalf, and should be sent to the AMCA Secretary together with a fee of £10.00, which will be refundable if the protest is considered reasonable. Disputes to be settled by the Group Meeting at which the dispute took place. Any

appeals after this will be dealt with by the Motocross Committee.

CHAMPIONSHIPS

37 CHAMPIONSHIP TITLES

MX2, Open, Superclass, Vets (40 & 50), 125, 125 Youth, Sidecar, Womens, BW85, SW85 and Girls.

No other names can be connected with the titles without written permission of AMCA. A set of supplementary regulations will be issued for the seasons Championships.

38 CHAMPIONSHIP CLASSES

MX2 Class	Up to 251cc 2-Stroke and 250cc 4-Stroke.
Open	Unlimited
Superclass	Unlimited
Sidecars	Unlimited
Vets (40 & 50)	Unlimited
Womens	Unlimited
125 (2t) & 125 Youth	Up to 150cc 2-Stroke
SW85, BW85 & Girls	Up to 85cc 2-Stroke and 150cc 4-Stroke

39 ELIGIBILITY TO COMPETE IN CHAMPIONSHIPS

Championship classes may be combined, the maximum in race will not exceed 40.

Riders finishing inside the top 10 of the overall Championship in previous season of the ACU MX1 & MX2 are not eligible to compete.

40 CHAMPIONSHIP QUALIFIERS

Riders are not permitted to qualify for more than one Championship class in one season.

41 CHANGES OF MACHINES

Any rider who finishes in an automatic qualifying spot and then wishes to change class for the following season must write and apply, the rider will only be included if there is room (i.e. another rider drops out - preference will be given to riders who finish highest in a class). This is not an automatic right and riders should compete in the Area Qualifiers if there is any doubt about being included.

42 NON STARTERS IN CHAMPIONSHIPS OR QUALIFIERS

If a registered rider does not enter a round of the Championship by the closing date, their space will be allocated for a reserve to enter.

43 NON STARTERS IN CHAMPIONSHIP DUE TO ILLNESS OR INJURY

If a registered rider does not enter a round of the Championship by the closing date, their space will be allocated for a reserve to enter.

44 RESERVES IN CHAMPIONSHIPS

Championship riders will have until the closing date to enter the event, the event will then be open to all riders to enter until full.

45 REPÉCHAGES

Only riders who have been injured or ill and unable to compete in the Area Qualifiers will compete, plus riders who did compete in the Qualifiers but failed to qualify. The next highest finishers from each qualifying area may also be nominated by Co-ordinators to help decide the order of the reserves. A limit will be imposed on how many will be eligible.

IT IS NOT A RULE THAT REPÉCHAGE EVENTS HAVE TO BE HELD.

If a Repéchage is held, it need only be a minimum of one event with 3 races of at least 12 minutes plus 1 lap.

46 LENGTH OF CHAMPIONSHIP RACES (INCLUDING QUALIFYING ROUNDS)

All Solo and Sidecar Championship races will run for 18 minutes plus 1 lap, unless advertised in the programme. Any race that is stopped and 50% of the race has NOT been completed, the race shall be re-run if convenient to the organising Club. The Qualifying Rounds may be reduced to 15 minutes if there is not a full line up.

47 PRACTICE

On the day of a Championship round, riders must have a practice session.

Timed Qualifying – No riders should be stationary/waiting on the track during the session

48 POINTS SCORING SYSTEM

At all Championship events and Area Qualifying events, points will be awarded down to 20th place, with 25 points to the winner.

Pos	<i>Points</i>	Pos	<i>Points</i>	Pos	<i>Points</i>	Pos	<i>Points</i>
1	25	6	15	11	10	16	5
2	22	7	14	12	9	17	4
3	20	8	13	13	8	18	3
4	18	9	12	14	7	19	2
5	16	10	11	15	6	20	1

Classified Finishers, to be eligible to score points riders will have to cross the chequered flag within 75% of the leaders laps.

If a meeting is declared wet (by the Championship team) then to be classified as a finisher the rider must cross the chequered flag within 33% of the leaders laps.

NOTE!! Any rider proven to be responsible for any minor racing incidents will be subject to a 10 second timing penalty in that race.

49 TIES

In the event of a tie, the Championship winner will be the rider with the most race wins. If the riders are still tied, then the winner will be the rider with the most second places and so on until a winner is found. This system will apply to any qualifying series of events.

50 MECHANICS WORK AREA

One mechanic per rider is allowed entrance to the Work Area, they must have some form of identification (wristband etc)

51 VETS

Vets - Minimum age limit is 40 years old, a class of over 50's will be included if there is sufficient demand, riders must register with the AMCA Office.

52 SIDECAR CHAMPIONSHIPS

Qualifying rounds for the AMCA Sidecar Championships will be held if necessary. The top 10 from the previous Championship are automatic qualifiers but all riders must apply by March 1st and cannot surrender their licences until October 31st. One Day Licences can compete in AMCA Sidecar Championship event, they will be eligible for points on the day but their points will not count towards the Championship

53 SIDECAR PASSENGERS

An inexperienced passenger must have competed in at least six other AMCA Sidecar events before he/she can compete at a Championship event. This is to stop passengers who have not been a passenger before from competing in a sidecar at a Championship round. All passengers at a Championship round must be registered with the AMCA.

QUALIFYING EVENTS

ALL CLASSES INCLUDING SIDECARS

54 PRACTICE

Clubs must allow qualifiers at least one practice session of at least 10 minutes. This need not include the use of a start gate.

55 RACING

Racing programmes shall be arranged to allow Qualifying races to be 18 minutes plus 1 lap. This may be reduced to 15 minutes plus 1 lap if:-

- a) The number of riders in the race is less than 15;
- b) Race times of other races in the programme have to be reduced to complete the planned number of races.

56 POINT SCORING SYSTEM AND TIES

As per the Championship Rule.

TEAM RACES - FINALS

57 QUALIFYING EVENTS

Clubs and Groups are recommended to abide by these rules for any qualifying team events.

58 INTER GROUP - QUALIFICATION

Riders must have held an AMCA Licence with a Club in the Group for at least 6 months. In the case of the event being postponed until the following year then they must have held a Licence for 6 months of the previous year. Licences should have been applied for before 1st July.

59 INTER CLUB - QUALIFICATION

The same rules apply as for the Inter Group above, but instead of 6 months, a rider should have held a licence with a Club for a minimum of 3 months.

60 POINT SCORING SYSTEM

In each race the winner will gain 1 point, 2nd - 2 points and so on down. Any rider failing to complete a full lap will be debited with 50 points. Riders do not have to complete the full race to gain points. All races count, with the team with the lowest points winning. In the event of a tie, the team with the most race winners will be the winning team.

61 TEAMS

All teams and reserves must be nominated at least 48 hours before the day of the event. No changes will be allowed on the day except nominated reserves who may be brought into the teams.

FLAG SIGNALS FOR PRACTICE AND RACING

A system of flags or signals to control racing will be as follows:-
All flags need to be displayed clearly when used.

YELLOW FLAG WITH BLACK DIAGONAL STRIPES

Commencing last lap.

CHEQUERED FLAG (FINISH)

White with Black squares.

RED FLAG

To be used only for stopping races. All riders should then stop at the first red flag, if it is safe to do so.

YELLOW FLAG

Slow down. Proceed with caution. Do not overtake. Take extreme care, there may be someone injured on the circuit.

BLUE & WHITE FLAG

For Track Maintenance. When a section of track needs repair, the nearest marshal raises the blue and white flag aloft during the race to attract the attention of the track maintenance crew, or the commentator, to the section of the track which requires attention, i.e. ropes and stakes need replacing. Riders need not stop when this flag is shown.

BLACK FLAG

A rider signalled with a Black flag should stop at once. When a rider is black flagged a marker board showing his/her racing number will be shown at the same time.

BLUE FLAG

For directing riders off the course after the finish of a race and practice. Must be positioned at least 36.5 metres past the finish line.

TRACK CLEAR - At the end of a race, when a travelling marshal is not used, it is recommended that Yellow and Blue/White (track maintenance) flags are held overhead in a crossed position.

WHITE WITH A DIAGONAL RED CROSS - For attracting the First Aid to distant parts of the track.

A competitor failing to stop when flagged by a Marshal or Official renders himself liable to suspension from the remainder of the meeting. This is to include practice.

COMMENCING
LAST LAP



FINISH



ALL RIDERS
STOP



TRACK
CLEAR



STOP
AT ONCE



TO ATTRACT
FIRST AID



SLOW DOWN
CAUTION



TRACK
MAINTENANCE
REQUIRED



