



AMA Speedway National Championship Series

# SUPPLEMENTAL REGULATIONS



# FOREWORD

## 2013 SUPPLEMENTAL REGULATIONS

The American Motorcyclist Association is the exclusive U.S. affiliate to the *Federation Internationale de Motocyclisme* (FIM) and a member of FIM North America. The AMA has published competition rules since 1924, with responsibility for the day-to-day operations of AMA sanctioned Speedway and Speedway Long Track competition.

AMA sanctioned Speedway and Speedway Long Track events are held under the auspices of the AMA.

Speedway and Speedway Long Track meets take place on oval tracks, generally less than a quarter-mile in circumference (Speedway) and up to a mile in circumference (Speedway Long Track).

AMA Speedway regulations are revised annually and appear in full in these AMA Speedway Rules of Competition. Contact AMA 13515 Yarmouth Dr. Pickerington, Oh. 43147 or see [www.americanmotorcyclist.com](http://www.americanmotorcyclist.com)

**THESE RULES FOR 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 AMA, NEITHER WARRANTS SAFETY IF THE RULES ARE FOLLOWED NOR COMPLIANCE WITH AND ENFORCEMENT OF 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.**

Any communications regarding these Rules or regarding motorcycle competition as affected by these Rules should be made to AMA. No portion of these rules may be copied or used without the express written consent of the AMA.

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## TABLE OF CONTENTS

Foreword.....	Page 1
Chapter 1.....	Page 3
Definitions	
Chapter 2.....	Page 4
Promoter Regulations	
Chapter 3.....	Page 7
Rider Licensing & Classification	
Chapter 4.....	Page 13
Entries & Fees	
Chapter 5.....	Page 13
Race Rules	
Chapter 6.....	Page 28
Official Flags	
Chapter 7.....	Page 28
Apparel	
Chapter 8.....	Page 30
Technical Regulations	
Chapter 9.....	Page 37
Offenses, Penalties, Protests, Appeals & Hearings	
Chapter 10.....	Page 47
Officials Duties	
Chapter 11.....	Page 52
Substance Abuse Policy	

## CHAPTER 1 - DEFINITIONS

AMA -- American Motorcyclist Association

Appeal – See Chapter 9

cc -- Cubic centimeters

cu. in. - Cubic inches

Entry Closing -- A predetermined deadline for entering a meet.

Displacement -- Space covered or volume swept out by the piston at each stroke.

Disqualification -- Forfeiture of all awards, prizes and points earned in an event or meet.

Event – A race program in which one or more heats are held.

Handicap Heat– Race with staggered start according to rider experience.

Heat -- Any one of the races included in a event or meeting.

Manufacturer -- The original manufacturer of the motorcycle in question.

Meeting -- A race program in which one or more heats are held.

Motorcycle -- A single engine, single track, two wheeled, rear wheel drive vehicle. See Chapter 8 for further definition of Speedway and Speedway Long Track motorcycles.

OEM -- Original equipment manufacturer

Officials -- See Chapter 10

Paddock -- Designated area for maintenance of competition motorcycles. May also include parking area for support vehicles.

Participants – All persons, including but not limited to riders, mechanics, officials, workers, vendors and media members, who have access to areas where competition motorcycles are ridden.

Pits - Designated area with direct access to race track that may include staging and signal zones. Access is restricted to credentialed individuals.

Probation – A predetermined time frame during which extraordinary disciplinary guidelines apply to a rider or team.

Protest – See Chapter 9.

Program -- The predetermined outline of heats that make up a event.

Promoter - Any persons, company or club holding an AMA USA Speedway Charter and responsible for organizing a meet.

Race -- Competition in which two or more riders or teams compete.

Race Track or Circuit – Includes the actual racing surface, run off areas, infield, pit entrance and exit, grid, test track and any other area where the riding of competition motorcycles is permitted.

Rider -- Any participant duly registered to compete in a meet.

Scratch Heat – Race in which all riders start from the starting line.

Sidecar – A single engine, two-track, three-wheeled, rear wheel drive vehicle operated by a Driver and carrying a Passenger.

Suspension – See Chapter 9.

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## **CHAPTER 2 - PROMOTER REGULATIONS**

Promoter will provide sufficient security measures and personnel to keep the track, pit and fences clear of spectators.

Promoter will provide the necessary equipment and personnel for track preparation and maintenance, including dust prevention.

### **MEDICAL SERVICES**

Promoter is responsible for notifying local hospitals and trauma centers in advance of each event. Promoters must also provide the following materials and services, which must be present and operational at all times machines are being ridden at any sanctioned activity and for 30 minutes after the conclusion of the final event of the meet:

1. At least one ambulance with an operating oxygen supply and driver capable of legal transport of injured persons. In the event all ambulances leave the facility, on-track activities must be immediately suspended until at least one is back on station.

2. At least one qualified physician or certified trauma-trained paramedic.
3. The cost of these services, for injured participants, is the responsibility of the promoter.
4. A sufficient number of fire extinguishers, and personnel instructed in their use, in the pit area and on the course. Extinguishers must be fully charged and have a minimum rating as follows:
  - a. Pits: 4a 40bc rating
  - b. Track: 4a 40bc, or 10bc rating.

### **PITS AND PADDOCK**

Promoter is responsible for providing a Paddock/Pit Area with the following provisions:

1. Separated from spectator area by adequate fencing.
2. Provide access to the racetrack.
3. Sufficient permanent or portable sanitary facilities.
4. Sufficient area to accommodate all racers and officials, including their vans and trailers. Separate rider and official parking areas must have adequate security.
5. Suitable area, secure and protected from the elements, for any technical controls ordered by the Officials.
6. Designated area for vehicle impound.

Promoter will provide a sufficient number of trained flaggers. Flaggers must be of sufficient size and strength to be able to remove a motorcycle from a fallen rider.

Each flag station must be supplied with a minimum of one 24" x 24" yellow flag and red flag.

Entry blanks are subject to approval by AMA.

On request, promoter must present the official AMA sanction certificate.

### **ADVERTISING & MEDIA**

1. Promoter must not make false announcements, advertising or otherwise distribute information to the press or public which is incorrect or misleading.
2. All printed advertising of sanctioned events must include the AMA logo-and the words "AMA SANCTIONED" or "SANCTIONED BY THE AMA".
3. Radio, television and all other forms of audio advertising must include the words "AMA SPEEDWAY SANCTIONED" or
4. "SANCTIONED BY THE AMA."
5. Promoter is solely responsible for all advertising associated with the event.

6. Promoter is responsible for the issuance of all press credentials, for the issuance of special instructions to these individuals and for providing adequate information services at the race.

The promoter will have available at the conclusion of the event, in cash or as required, all prize money for the event or for the previous weeks event at facilities operating weekly programs.

Promoter will provide a suitable scoring facility, which will include good visibility, security, tables and chairs, protection from weather and sanitary facilities.

At the direction of the referee, promoter will remove obstacles or pad them with straw bales or other suitable padding.

All spectator areas must be adequately fenced.

It is the sole responsibility of the promoter to insure compliance with all rules relating or directed to safety and to otherwise act to promote the safety of the meet. The AMA and USA Speedway do not attend or supervise meets and cannot undertake to determine safety aspects.

The promoter is responsible for securing participant and spectator legal liability insurance from the AMA's preferred carrier or another carrier approved by the AMA. Promoters are not required to provide rider medical insurance. Riders are reminded of the optional RAMP (Rider Accident Medical Program) insurance coverage is available to all AMA members.

The promoter is responsible for enforcing AMA membership requirements and for filing all pre- and post-race reports, including but not limited to Referee Reports and Injury Reports, in a timely manner.

## **CHARTERS AND SANCTIONS**

Promoter must hold a current AMA Charter in order to apply for AMA Speedway Sanctions.

An AMA Speedway sanction must be obtained, and must not have been withdrawn or canceled, before any event may be run. A sanction can only be issued after proper application is made to American Motorcyclist Association.

Charter and Sanction applications may be obtained from the AMA and downloaded at [www.americanmotorcyclist.com](http://www.americanmotorcyclist.com)

Sanction Fees for standard and championship events are established from time to time by the AMA and published on the official sanction application.

Detailed terms of Charters and Sanctions are revised from time to time and generally are distributed in late summer for the next racing season.

Sanctions are nontransferable and nonassignable.

The AMA Speedway Management Committee may refuse to recommend a sanction for final approval by the AMA. Ultimate issuance of sanctions is at the sole discretion of the AMA.

Written approval must be obtained for any event that is to be co-sponsored or co-sanctioned.

If an event is canceled due to rain or other circumstances the travel expenses of the Referee must be paid.

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## **CHAPTER 3 - RIDER LICENSING AND CLASSIFICATION**

New riders, riders of unknown ability, and inactive riders may be required to pass a test consisting of 2-4 solo laps. The rider must show they can control their motorcycle. The rider must be able to lay down their motorcycle in the event of an emergency to avoid a fallen rider.

All riders must present a current and valid AMA or ATVA competition membership card before taking part in any sanctioned activity.

Riders selected for FIM International and World Championship Events will require special licenses. Contact AMA Speedway Management Committee or the AMA office for application forms and costs.

Rider classification is at the option of the promoter and referee. Typical rider classifications are:

### **500cc Class**

1<sup>st</sup> Division - Riders earning \$600.00 or more of basic Division 1 purse in a single season will be eligible for a two-digit number if available.

- 2<sup>nd</sup> Division - intermediate riders. At promoter's discretion, second division riders may be moved temporarily to first division for a meet at that particular track only.
- 3<sup>rd</sup> Division – entry-level riders.



The minimum age to ride 500cc Division 1, 2 or 3 AMA / USA Speedway is 16. The limit for the minimum age (16) starts on the date of the rider's birthday

No maximum age

**UNDER 21 CLASSIFICATION:**

16 to 21 years old.

Starts on the competitor's 16<sup>th</sup> birthday and ends at the year end in which they turn 21.

**YOUTH SPEEDWAY**

Youth Speedway classes are available for riders

age 4-15 (If a youth rider turns maximum age during the season of racing he may continue his classification until the end of the season. However, after turning the maximum age, if the rider races in an upper class he cannot return to the lower classifications).

Promoters, referees, parents and guardians are reminded that not only engine size, but also "machine fit" is important in Speedway competition. The rider must be large enough and mature enough to control his machine at all times and to ride it safely. This includes stopping, starting, standing still, mounting, dismounting and putting one or both feet on the ground. The referee has the authority to disqualify riders who cannot competently control their machines.

**YOUTH CLASSIFICATION**

**Pee Wee / PW50**

**Class 1:** 4-10 Years old -- 51cc maximum displacement, 2-stroke or 4-stroke engines. Riders may be classified at option of promoter as Division 1, 2 or 3 (beginner). Under no circumstances may Class 1 machines be allowed on the track at the same time as larger machines.

**Speedway Classes:**

**Class 2:** 7-11 years old -- 85cc maximum displacement for 2-strokes, 150cc maximum displacement for 4-stroke air cooled only. Riders may be classified at option of promoter as Division 1, 2 or 3 (beginner). At option of promoter, 2-stroke and 4-stroke machines may be run separately. For FIM 85cc and 125cc Gold Cup the age limits are 12-16 years old. Rider's eligibility starts on their 12<sup>th</sup> birthday and continues until the end of the year that they turn 16.

**Class 3:** 12-15 years old -- 85cc maximum displacement for 2-strokes; 250 maximum displacement for 4-strokes; allowance to 267cc is extended to air-cooled JAWA and Westlake engines manufactured prior to 2004. Riders may be classified at option of promoter as Division 1, 2 or 3 (beginner). At option of promoter, 2-stroke and 4-stroke machinery may be run separately. For FIM 250cc Gold Cup the age limits are 13-17 years old. Rider's eligibility starts on their 13<sup>th</sup> birthday and continues until the end of the year that they turn 17.

## **150cc Mini Speedway Motorcycle Racing Class Standards**

### **Purpose of the Class**

The purpose of the 150cc Mini Speedway motorcycle racing class is:

- To introduce new riders to the sport of Speedway motorcycle racing.
- To encourage Speedway motorcycle racing skill development.
- To increase the enjoyment of Speedway motorcycle racing for young riders.
- To provide level technical standards to encourage new rider participation in Speedway motorcycle racing.

## **1. Engine**

### **1.1 Engine Homologation**

Engines must be homologated for the 150cc Mini Speedway motorcycle racing class. The following engine is homologated. No other engines are eligible.

- YX 1P56FMJ (140cc)

### **1.2 Engine Modifications**

No engine modifications are allowed unless specifically noted here.

- Mikuni, Keihin, Molkt, OKO or TB carburetor up to 28mm may be used.
- Aftermarket intake manifold may be used.
- Aftermarket air cleaner may be used.
- Aftermarket ignition components may be used. No programmable ignitions.
- Any spark plug may be used.
- Aftermarket friction and steel clutch plates may be used.
- Final drive sprocket may be changed.
- External oil coolers with hoses and fittings may be used.
- Kick start lever and shift lever may be removed. No shifting (gear changing) during the race.

- Painting, polishing and plating to exterior engine surfaces are allowed for cosmetic purposes. No internal modifications unless noted here.

### **1.3 Engine Claiming**

- The purpose for engine claiming is to maintain cost effective racing and to foster a level technical playing field for the Mini Speedway class.
- For the purposes of engine claiming, the engine is defined as the entire engine as contained in the crankcases including the head, cylinder and all covers, intake manifold, carburetor, final drive sprocket and ignition system (including stator, flywheel, CDI box, high-tension coil and wiring harness).
- Any qualified Mini Speedway rider who has taken the checkered flag in the main event, has the right to claim any engine raced in the same main event. The engine may be claimed during or no later than 30 minutes after the same Mini Speedway main event. If the event is a multi-day event, then the claim will be processed after the final event.
- The claim form must be accompanied by \$700 in cash and presented to the referee. Only a qualified rider may make a claim. (Sample claim form on page 52)
- The owner of the claimed engine must immediately deliver the engine intact (with no intentional damage inflicted on the engine) with a bill of sale.
- If more than one claim is received for the same engine, the referee will hold a drawing to determine the new owner. A rider may not enter a claim for his own engine.
- A rider can only claim the same rider's engine once during a season.
- A rider's refusal to comply with the engine claim will cause the rider to forfeit any cash, trophy and points awarded for that event as well as a fine of \$200 for the first failure to comply. Stronger penalties including suspension of racing privileges may be incurred for subsequent failures to comply.

### **1.4 Exhaust System**

- Mini Speedway motorcycles must be equipped with a Power Pros exhaust silencer, model number HG140-YX.
- The discharge end of the exhaust system may not extend beyond the rear edge of the rear tire.

### **1.5 Fuel**

- Mini Speedway motorcycles must only use pump gasoline that does not exceed 91 AKI (Anti-Knock Index). No other fuels such as racing gasoline, methanol and nitro methane are allowed.

## **2. Chassis**

### **2.1 Frames and Front Fork**

- Frames and front fork must be homologated for the 150cc Mini Speedway motorcycle racing class. The following frames are homologated. No other frames are eligible.
  - Jawa
  - Stuha
  - Trak Plus
  - JHR
  - Shupa
  - McDougal
  - Junior Speedway Engineering
  - 4 Robin
  - Hagon
- Repairs and modifications to the frame and fork may be made as long as they are performed in a workmanlike manner. Painting and plating are allowed for cosmetic purposes.

### **2.2 Handlebars and Controls**

- Handlebars must be constructed of steel or aluminum.
- Handlebar ends must be plugged or rubber covered.
- Clutch lever must have a minimum 0.5 inch diameter ball end.
- Throttle controls must be self-closing.
- An engine stop switch that is activated when the rider leaves the motorcycle is required. The switch must be located on the handlebar mount or the right half of the handlebar and be operated by a non-elastic lanyard attached to the rider's right wrist. Maximum extended length of the lanyard is 18 inches.

### **2.3 Fenders and Rear Wheel Cover**

- Front and rear fenders are required.
- A cover must be fitted to the right side of the rear wheel that covers the spokes from rim to hub.

### **2.4 Chain Guards and Rear Wheel Sprocket**

- A guard must cover the final drive sprocket.
- A rear sprocket/chain guard is required covering all teeth on the sprocket that are not full engaged by the chain and covering at least 3.0 inches of the chain as it meets the sprocket.
- The rear wheel sprocket may be changed.

## **2.5 Wheels**

- Any size front and rear wheels may be used.

## **2.6 Tires**

- The tires approved for Mini Speedway motorcycle racing must be speedway or trials type tires. No motocross tires.
- The overall width of the rear tire must not exceed 4 inches.
- Rear tires may not be modified. No material may be removed from tires. Tire sipes may not be cut deeper and additional sipes may not be cut. Tires may not be chemically treated.
- Two new rear tire edges and any number of used rear tire edges may be used in a single race meeting.

## **3. Equipment Inspection**

### **3.1 Technical Inspection**

- The referee has the authority to disqualify any motorcycle that does not conform to the rules and may inspect any part of a motorcycle entered in a Mini Speedway racing event. A motorcycle that passes a pre-race inspection is subject to further inspection any time during the event.

### **3.2 Penalty**

- A rider may be penalized for failing a technical inspection where it is determined by the referee that the infraction allowed the rider to gain a racing advantage. Penalty may include forfeiture of cash, trophy and points awarded for that event. Stronger penalties including fines and suspension of racing privileges may be incurred for subsequent failures to comply.

Class 2 and Class 3 machines may be grouped together at the option of the promoter, provided riders compete only within their own classification, i.e. A, B or C.

See Chapter 8 for additional equipment regulations for AMA Youth Speedway.

**AMA SPEEDWAY YOUTH NATIONAL CHAMPIONSHIPS:** The AMA Speedway Youth National Championship will be a single-day event or series of events with a traditional 16-rider championship format. The event(s) will be open to all eligible Youth riders, invited by the promoter with the approval of AMA Speedway Management Committee.

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## **CHAPTER 4 - ENTRIES AND FEES**

An entry will consist of a rider and qualified machines.

Promoters may charge reasonable entry fees and pit gate admission fees of riders, mechanics and others with access to the pit area. Promoters may limit the number of mechanics in the pit area, but must allow at least two per rider.

Riders who are not registered within 30 minutes of the advertised start time of the event may be allowed to compete at the discretion of the event Referee.

Riders officially signed in for an event who fail to present themselves at the start, or refuse to start in any race which they are scheduled to ride, may be penalized.

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## **CHAPTER 5 - RACE RULES**

### **GENERAL**

Every club, association, promoter, rider and all other persons participating or in anyway connected with any event will be bound by these Rules for Competition. Any supplementary rules, regulations, or procedures established by the AMA or the AMA Speedway Management Committee for the purpose of implementing, interpreting and enforcing these Competition Rules will be deemed to be a part of the Rules.

No one, except riders officially entered, may ride or practice on any racecourse on the day of the event. Unofficial trials on the day of the race event are prohibited. Special exhibitions and supervised practices may be an exception.

Riders are expected to attend all riders meetings called by the Referee and are responsible for being aware of all information provided at the meeting. Each track should establish a consistent starting time if weekly events are staged

A rider entering the pits must ride or push his motorcycle in the designated entrance and exit lanes of track

No rider will at any time ride in such a manner as to endanger life or limb of other riders, officials or the public.

Except when being raced or tested in designated testing areas, all motorcycles must remain in the pit or paddock area. Riding of competition motorcycles, other than on the actual race track or in specifically designated areas such as a test track is forbidden. It is strongly recommended that there be no riding of competition motorcycles in the paddock area.

When riders or mechanics test machines in an approved area they must wear a helmet and be suitably attired (pants, shirt, and shoes).

Any form of outside assistance on the course is forbidden except when the officials placed by the Referee for the purpose of safety give the assistance. The rider receiving the assistance cannot re-enter the race.

No betting will be permitted at any event or exhibition sanctioned by the AMA.

When competing in foreign countries, riders will come under the jurisdiction of the competition rules of the FIM and the recognized foreign governing body.

### **SPEEDWAY RACE EVENTS**

It is the obligation of each rider to sign up for each event that they wish to compete in.

Riders are Independent Contractors and will not be required to ride in any event unless they sign up in advance to participate. The promoter is not required to use any specific riders in a race meet.

Limits on titles - Promoters may not hold or advertise any event as an AMA Speedway Championship or National events, or use any title deemed by the AMA to be either national or international in character, or misleading, without written permission.

## **SPEEDWAY RACE PROGRAMS**

The following guidelines are provided to assist promoters in creating efficient and entertaining race programs.

### **Division 1:**

Programs generally should include both handicap and scratch racing.

### **Divisions 2 & 3:**

Programs generally are handicap racing only. For Division 2, scratch program can be used for championships.

Handicap program should precede the scratch program.

Scratch program should include the 16 highest-ranked Division 1 riders present.

Scratch and handicap heats should be roughly equal in strength as determined by riders' handicap ratings.

Whenever practicable, handicap and scratch programs should afford all riders at least two starts.

### **Handicap Program**

Each rider's handicap in incremental measurement, typically in yards, will be established prior to event, based on past performance, by the promoter and referee.

Handicaps may vary from track-to-track and a rider's handicap may be changed during a meeting by agreement of the promoter and referee. The Referee, together with the promoter, may change a rider's handicap, 10 yard increments at a time and up to 20 yards during the course of a race meeting

Zero yardage riders will begin handicap events with their front wheel at the starting tapes. Other yardage lines will be marked in chalk on the racing surface.

### **Scratch Program**

All-scratch programs may be held, but are generally reserved for championship and team events. All riders, unless penalized, start from the starting tapes.

Starting positions for heat races are selected by ballot.



## **Match Races, Special and Exhibition**

These are special events featuring a minimum two riders generally starting from the starting tapes. Typical race distance is four laps.

## **2<sup>ND</sup> & 3<sup>RD</sup> DIVISION & YOUTH PROGRAMS**

Programs limited to 2<sup>nd</sup> and 3<sup>rd</sup> Division riders may be run and are encouraged because they afford an opportunity for these riders to gain valuable experience. Youth Speedway programs for riders aged 4-15 are also encouraged.

## **Championship Events and Series**

A number of National, Regional, State and Track Championships are recognized and are available for AMA sanction. Championships may be earned from results in a single event or a series of events. The AMA and the AMA Speedway Management Committee may issue supplemental Regulations governing such events and series.

The standard format for individual championship programs is for 16 riders plus two track reserve riders. Rider starting positions will be selected by ballot by the promoter and the AMA for National Championships.

Track reserve riders are riders that have no programmed heats in the event. The track reserve riders will replace, in rotation, the disqualified or injured riders as stated below:

Unless otherwise stipulated in Supplemental Regulations:

- Reserves alternate rides and cannot ride in more than 5 heats each
- A reserve takes the place of excluded riders of 2 minutes violations, or touches the tapes in heats only.
- Reserves participate for prize money only and do not earn points or advance to “earned races”, i.e. Semis or finals.

For a Championship 16-rider format, 20 heats plus 2 Semi-Finals and Final will be run with scoring on a 3-2-1-0 basis.

Riders must finish a heat to receive points. Lapped riders are disqualified from that heat and receive no points.

Results from the 20 heats are used to advance riders to Semi-Finals. The Championship 16-rider, 20-heat format:

The Main Event (Intermediate Classification):

	<b>Inside</b>		<b>Outside</b>	
<b>Heat Number</b>	<b>Red</b>	<b>Blue</b>	<b>White</b>	<b>Yellow</b>
1	1	2	3	4
2	5	7	6	8
3	10	11	9	12
4	15	14	16	13
5	13	1	5	9
6	14	10	2	6
7	11	15	7	3
8	4	8	12	16
9	6	16	1	11
10	12	5	15	2
11	8	9	3	14
12	13	4	10	7
13	7	12	14	1
14	2	13	8	11
15	16	3	10	5
16	9	6	4	15
17	1	8	15	10
18	9	2	7	16
19	3	12	13	6
20	5	14	11	4

When establishing the order between the riders in the list of Intermediate Classification at the conclusion of Heat 20, or the following the completion of the Semi-Final Heats 21 and 22, any ties will be solved as follows:

- a) Precedence will be given to the riders (tied on race points) having the most of 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, or 4<sup>th</sup> placing's (a "0" for last placing is better than being disqualified for whatever reason)
- b) If the tie still persists and involves only 2 riders, precedence will be given to the better-placed rider in the heat or heats where the 2 riders met.

- c) If the tie still persists and involves more than 2 riders, it shall be checked whether there is a possibility to determine a proper precedence (e.g. 3 riders tied on points: A, B, C):
- Rider A has beaten rider B
  - Rider A has beaten rider C
  - Rider B has beaten rider C
- Then the precedence will be: rider A, B, and then C
- d) If a), b), or c) cannot resolve the tie then the rider with the lowest number riding jacket or previous years classification will be deemed the better placed rider

The top 8 scorers from the Main Event determine the Semi-Finals. Riders placed 1<sup>st</sup>, 4<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> in Semi-Final #1. Riders placed 2<sup>nd</sup>, 3<sup>rd</sup>, 5<sup>th</sup>, and 8<sup>th</sup> in Semi-Final #2. Riders gate positions for each Semi-Final will be chosen by the riders, in the order determined by their position in the Main Event. In Heat 21 the rider in 1<sup>st</sup> position will have first choice of gate position, followed consecutively by riders in 4<sup>th</sup> and 6<sup>th</sup> positions. In Heat 22 the rider in 2<sup>nd</sup> position will have first choice, followed consecutively by riders in 3<sup>rd</sup> and 5<sup>th</sup> positions.

Riders' gate positions in the Final (Heat 23) will be chosen by the participating riders prior to the Heat in the order of their finishing place in the Semi-Finals. The two winners will have first and second choice and the second placed riders will have third and fourth choice.

Draw order of the winners and the second place riders shall be determined by the total race points including the Semi-Finals. The rider with the highest number of points having first choice, and so on.

The rider winning the Final (Heat 23) will win the event regardless if they are the top overall point scorer. The top overall point scorer will determine the Series Championship.

## SPEEDWAY POINTS FOR NON-CHAMPIONSHIP RACES

Points for the purpose of grading/ranking will be kept by the individual tracks/promoters.

The following procedure for allocation of points may be used:

Handicap Heats	Handicap Semi	Handicap Consolation	Handicap Main
1-5	1-16	1-34	1-58
2-4	2-14	2-31	2-54
3-3	3-12	3-28	3-50
4-2	4-10	4-25	4-46
5-1	5-8	5-22	5-42
6-0	6-6	6-19	6-38

Scratch Heats	Scratch Semi	Scratch Consolation	Scratch Main
1-5	1-16	1-34	1-58
2-4	2-14	2-31	2-54
3-3	3-12	3-28	3-50
4-2	4-10	4-25	4-46

### AMA SPEEDWAY PURSES:

#### Standard Event purse:

**BASIC** - \$1,565.00 to \$2999.00. **Overage:** Should 24% of front gate proceeds exceed the set basic purse. Then overage will be calculated against the set basic purse. *See page 52 for example of calculated overage.*

Each track will establish a basic purse \$1565 to \$2999.00 for standard events at the beginning of each race season and provide the information to riders at sign up or pre entry. Some tracks could pay a minimum purse of \$3000.00 without an overage. Once established the system will remain in effect the entire racing season at each track. *See page 51 for example of statement.*

**Back Yardage:** should be paid when any handicap race is won as follows: 40 yds--\$10 50 yds--\$20 60 yds--\$30

**Division I Handicap Payoff**

Handicap Heats	Handicap Semi	Handicap Consolation	Handicap Main
1-\$10.00	1-\$15.00	1-\$25.00	1-\$130.00
2-\$ 5.00	2-\$10.00	2-\$20.00	2-\$ 85.00
3-\$ 5.00	3-\$ 5.00	3-\$15.00	3-\$ 60.00
4-\$ 5.00	4-\$ 5.00	4-\$10.00	4-\$ 50.00
5-\$ 0.00	5-\$ 5.00	5-\$ 5.00	5-\$ 40.00
6-\$ 0.00	6-\$ 5.00	6-\$ 5.00	6-\$ 30.00
<u>x 4 Heats</u>	<u>x 2 Semi</u>	<u>Consi Total</u>	<u>Main Total</u>
\$100.00	\$90.00	\$80.00	\$395.00
<b><u>Handicap Total \$665.00</u></b>			

**Division 1 Scratch Payoff**

Scratch Heats	Scratch Semi	Scratch Consolation	Scratch Main
1-\$15.00	1-\$15.00	1-\$30.00	1-\$170.00
2-\$10.00	2-\$10.00	2-\$20.00	2-\$120.00
3-\$ 5.00	3-\$ 5.00	3-\$15.00	3-\$ 80.00
4-\$ 5.00	4-\$ 5.00	4-\$10.00	4-\$ 55.00
<u>x 4 Heats</u>	<u>x 2 Semi</u>	<u>Consi Total</u>	<u>Main Total</u>
\$140.00	\$70.00	\$75.00	\$425.00
<b><u>Scratch Total \$710.00</u></b>			

**Division II Pay Off and Points**

Handicap Heats	Points	Handicap Consolation	Points	Handicap Main	Points
1-\$ 0.00	5	1-\$ 0.00	34	1-\$40.00	58
2-\$ 0.00	4	2-\$ 0.00	31	2-\$30.00	54
3-\$ 0.00	3	3-\$ 0.00	28	3-\$20.00	50
4-\$ 0.00	2	4-\$ 0.00	25	4-\$10.00	46
5-\$ 0.00	1	5-\$ 0.00	22	5-\$ 5.00	42
6-\$ 0.00	0	6-\$ 0.00	19	6-\$ 5.00	38
<b>Total \$110.00</b>					

**Division III Pay Off**

Handicap Heats	Points	Handicap Consolation	Points	Handicap Main	Points
1-\$ 0.00	5	1-\$ 0.00	34	1-\$25.00	58
2-\$ 0.00	4	2-\$ 0.00	31	2-\$20.00	54
3-\$ 0.00	3	3-\$ 0.00	28	3-\$15.00	50
4-\$ 0.00	2	4-\$ 0.00	25	4-\$10.00	46
5-\$ 0.00	1	5-\$ 0.00	22	5-\$ 5.00	42
6-\$ 0.00	0	6-\$ 0.00	19	6-\$ 5.00	38
<b>Total \$ 80.00</b>					

## **TOTAL BASIC PURSE @ \$1,565.00**

**Exceptions:** Start-up promotions in areas where Speedway is not well developed may request approval from the AMA Speedway Management Committee to be recognized as Development Tracks and offer reduced prize money, e.g. 2/3rds of the normal minimum weekly purses \$1,043. When such approval is granted, the promoter must inform all riders accordingly. Status of Development Tracks is subject to review by the AMA Speedway Management Committee.

### **Championship event minimum purses**

National Championships Series Events \$6,000 or 24% of the gate

State Championships \$5,000.00

American Final \$5,000.00

National Teams or Pairs \$3,500.00

Under 21 Championships \$2000.00 (NAMU meetings will be reviewed)

Classics, Masters, Qualifiers, Track Championships, Team, Fair

Derby and Championship format 1st Division Minimum of \$3,000.00.

## **SPEEDWAY RACE RULES**

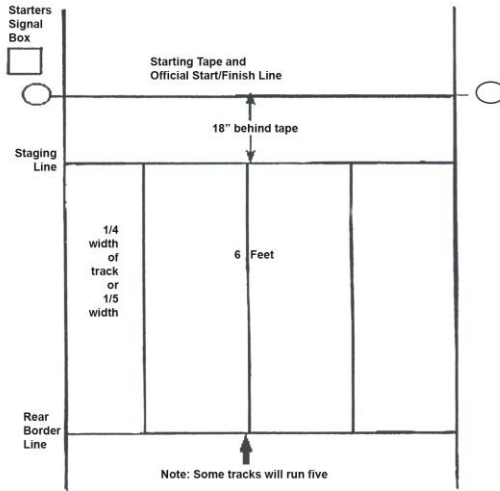
### **STARTING LINES AND START PROCEDRES**

The starting gate will be set up supporting 2 or 3 tapes tightly stretched across the track and attached to the sliding portion of the starting gate.

They must be directly above the starting line. The lowest tape will be 21" from the track surface. The tapes will not be so strong as to cause injury to a rider colliding with them.

Red and green lights will be placed in the riders' view at turn one and a red light at turn three, or flags to be controlled by the Referee may be used.

Starting boxes: 4 or 5 boxes evenly divided across the track with the tape line as the front border and lines parallel with the inner edge of the track extending approximately 6 feet behind the start line.



Back yardage lines: in approximately 10-yard increments, i.e. 10 yards behind the starting tapes, 20 yards, 30 yards, etc.). When back yardage lines are in a corner they will be marked to equalize handicap distance.

### **PUNCTUALITY IN STARTING**

All meetings will be started at the published time unless the Referee, at his sole discretion, postpones the start on account of weather conditions or other Force Majeure.

Riders will always be prepared to start in accordance with the program and when called upon to do so by the Pit Steward or duly authorized official.

Any rider present at the meeting who is not prepared to start (that is, on the track proceeding under power in the direction of the course toward the start line) within two minutes after being called upon will be excluded from the race and replaced by a reserve or tactical substitute. The Referee will determine the expiration of two minutes.

### **START PROCEDURES**

All starts will be determined by the following method:

## **Scratch Starts**

On the instructions of the Pit Steward, riders proceed by the designated route to the tapes, where they come to a stop under the control of the Starting Marshall with their front wheels within 5 inches of the tapes and within the staging box. The rider and motorcycle must be fully within the staging box. i.e. handlebars cannot be over box staging line.

Once satisfied that the riders are correctly positioned within the staging box, within 5 inches of the tapes, and stationary, the Starting Marshall leaves the tapes and the green light is activated.

After a pause sufficient to enable the riders to spin their engines and focus their attention on the tapes, the gate is released.

Should the starting gate develop a fault, which cannot be repaired, switching off the green light will start races.

If the tapes are touched after the green light is switched on, the first rider who touched the tapes will be excluded or penalized depending on the policy of the Event. Non-championship events the rider will be penalized. In Championship events the rider will be excluded from the heat.

The Referee shall have the power to decide what a fair start is.

## **Handicap Starts**

If back-yardage rider rolls on a start before the tapes go up, the race will be stopped and the rider penalized 20 yards back from his original starting position.

## **Exclusions in Starts**

A rider taking up the wrong position, not complying with the instructions of the Starting Marshall, or by any other means wrongly preventing the raising of the tapes or the start of a race, may be excluded, penalized or fined. An excluded rider's place will be taken by a reserve if available.

If through faulty action of the starting gate, or for some other reason, the Referee considers a fair start has not taken place, he will immediately stop the race by giving the "stop" signal and order a fresh start. Riders will occupy their original starting positions for the re-start.

In first Division handicap, any rider who fails to start in or is excluded from a race that is subsequently ordered to be re-run will be ineligible to take part in the re-run. Further, riders must complete the lap prior to the lap on which the race was stopped in order to take part in the re-run.



In the event of rain or poor track conditions, the Referee and Promoter will determine a definite late starting time for the purpose of getting the track in satisfactory condition. Once an event has started, the riders must be paid for all heats run. If no spectator refunds are made, the promoter will pay the entire guaranteed purse.

The Referee may hear any case in which riders or pit personnel associated with the official program for that particular meeting have arrived at the meeting after the pit gate has been closed, but prior to the commencement of the official program. The decision as to whether the rider or pit personnel may take part in that particular meeting is at the discretion of the Referee and Promoter

The Referee and Promoter will approve any change in the official programs, such as a consolidation of events, added events, or additions of riders.

### **Start and Finish Lines**

The start and finish of a race or of an attempt at a record will occur when any part of the rider or his motorcycle passes over the starting line, providing that the rider is in contact with the machine. The start and finish line are at the posts and tapes.

### **RESTARTS**

Referee may exclude or penalize any rider he deems to be the primary cause of a race being stopped.

The Referee may allow a reserve rider to take the place of a rider, who is unable to restart due to injury, in heat races only.

Any rider eligible to take part in a re-run may change his motorcycle for the re-run.

The Referee will stop any race in which an accident has occurred if in his opinion it would be dangerous for the race to continue. A red flag will be used to stop the race.

The Referee may stop any race in which one-half or more of the riders fall or do not complete the first lap, including a two-rider match race. It will be the sole discretion of the Referee to stop the race and the Referee may or may not exclude rider(s) judged at fault.

The race will be red flagged if any rider, in the opinion of the Referee, has deliberately "laid down" his motorcycle to avoid a fallen rider. The rider who "laid down" his motorcycle will be allowed his position and the fallen rider will be excluded or penalized.

The Referee will permit any rider who has fallen, either as a result of being fouled or because he deliberately "laid down" his motorcycle or has left the course in the interest of safety, to take part in the re-run of that event. However, any rider who in the opinion of the Referee, has deliberately "laid down" or stopped his motorcycle to force a restart will be excluded.

If any race is stopped on the first lap, the riders will occupy their original starting positions, including penalty yardage, if any. The referee may elect to exclude a rider or riders from the rerun.

### **Handicap Restarts**

Handicap heats, semis, and mains will be restarted until the race gets to the final scheduled lap. Laps completed will count and will not be re-run. Riders guilty of offenses that cause a race to be stopped will be allowed to restart from the penalty line (ten yards behind the farthest line assigned to a rider in that event). After the first lap, riders will be lined up with adequate spacing, one starting on the zero yard line according to the position they held on the last completed lap, with the rider causing the restart (unless excluded) in back of all other riders.

### **Scratch Restarts**

In scratch heats and semis of regular non championship speedway programs, if more than one-half the number of required laps have been completed before a red flag is shown, the race will be deemed complete, and the finishing order will be determined by the last complete lap. The referee will be the final judge of the finishing order. If fewer than 50% of the required laps have been completed before a red flag is shown, the race will be re-run. This rule does not apply to a match race.

### **END OF RACES**

The starter will signal one lap remaining with a white flag. The race will end with the starter showing the checkered flag.

The Referee may, of his own volition, make corrections to the results of a race if he judges it to be in the interest of fairness. Such changes must be made before the results of the race have been declared.

Once the Referee has declared the results of a race, the results may not be changed by way of a formal protest or appeal.

In the event a rider is excluded from a race, which he has finished, the trailing rider or riders will be advanced one place accordingly.

In the event the checkered flag is mistakenly displayed before the official distance has been completed, the race will be considered complete as of the lap when the checkered flag was shown.

In the event the checkered flag is mistakenly displayed after the official distance has been completed, the race will be considered complete as of the lap when the checkered flag should have been displayed.

Every rider who qualifies for a semi-main event will be paid as scheduled regardless of whether he starts or not, unless his failure to start is willful or he is otherwise excluded.

If two or more riders are unable to start in an earned position, in a semi, consolation, or main and have not been disqualified by the Referee, each rider will be awarded an equal share of the combined purse for the finishing positions.

### **OUTSIDE ASSISTANCE**

A rider who receives outside assistance, in any manner whatsoever, will be excluded from the race.

Any contact with the motorcycle or with the rider, whether in fact it assists the rider or not, may be deemed by the referee to be outside assistance.

In the event riders fall or almost fall but receive no outside assistance, they may continue to race if not excluded by the Referee as a safety measure. However, engines may not be restarted during a race.

No one is allowed to enter the race track without the permission of the Pit Steward or Referee.

No pit crews, mechanics or other unauthorized persons will be allowed in the infield.

### **EXCLUSION**

A display of signals to indicate that the rider is excluded from a race will be given as early as is practicable after an offense has been committed. It will be the duty of the starting line official to display the black flag to the rider concerned. If the rider made a legal start he will be entitled to start money.

The Referee will exclude a rider if both wheels of the rider's motorcycle have crossed the inner edge of the track, unless the Referee deems that such action was taken in the interest of safety.

Any rider whose exclusion from a race has been signaled will immediately withdraw from the course. Failure to comply will incur further penalty.

A rider will throw no item into the grandstands or any public area before, during or after a race meeting. This rule is intended to stop the practice of throwing gloves, helmets, goggles or foreign matter into the crowd and constituting a hazard to the public.

### **FOUL OR DANGEROUS RIDING**

Dangerous riding is defined as a rider who, in the opinion of the Referee, is unintentionally riding in such a manner as to be hazardous to the other riders.

Foul riding is defined as a rider who, in the opinion of the Referee, purposely uses any part of his body or his machine to physically make contact or interfere with another rider, including any rider who steers or drifts from his course in such a manner as to impede any rider who may be attempting to pass.

The Referee will exclude or penalize riders who, in the sole discretion of the referee, engage in foul or dangerous riding.

When in the Referee's judgment such conduct has jeopardized the fair chance of one or more of the other riders, the Referee will stop the race and order a re-run.

There will be no protest or appeal against a Referee's decision as to foul or dangerous riding.

NOTE: Foul riding as described above is to be reported in the Referee's report. If a rider commits 4 violations in a 60-day period at any AMA Speedway Events, the rider can be fined and/or suspended from all AMA Speedway Events for the remainder of the season. The AMA and the AMA Speedway Management Committee will be responsible for this decision.

### **SPECIAL MEDICAL REPORT**

In order to satisfy themselves as to the fitness of a rider to participate in Speedway racing, the AMA and the AMA Speedway Management Committee may require him to be examined by a medical doctor. If such medical report is deems the rider in question to be medically disqualified, the AMA may withhold, withdraw or suspend the rider's competition privileges.

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## **CHAPTER 6 - OFFICIAL FLAGS**

Green flag: Indicates start of race or clear track conditions.

Yellow flag: Indicates a potentially hazardous situation on or near the track. Exercise caution.

White flag: Indicates final lap of race.

Checkered flag: Indicates end of race or practice session. Proceed around course to the designated track exit.

Red flag: Indicates race has stopped and there is an emergency situation.

Black flag: Indicates a problem with your motorcycle or a disqualification. Riders are not permitted to return to the race course unless cleared by the Referee.

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## **CHAPTER 7 – APPAREL**

IT IS THE RESPONSIBILITY OF THE RIDER TO SELECT A HELMET AND APPAREL WHICH WILL PROVIDE APPROPRIATE PROTECTION. ALTHOUGH THE AMA ESTABLISHES EQUIPMENT MINIMUMS, THE AMA DOES NOT ENDORSE OR GUARANTEE SPECIFIC PRODUCTS OR MANUFACTURERS. RIDERS MUST RELY ON THEIR OWN JUDGMENT IN THE SELECTION OF HELMETS AND APPAREL FOR SAFETY AND DURABILITY.

### **INSPECTION**

The Referee may disqualify any rider who does not conform to these Rules. Availability for inspection is the rider's responsibility.

### **HELMETS**

A full coverage or full-face helmet is required. It is compulsory for all participants taking part in practice and races to wear a protective helmet. The helmet must be properly fastened, be of good fit, and be in good condition. The helmet must have a chinstrap type "retention system".

All helmets must be certified by the manufacturer and have a sticker affixed stating it meets SNELL M2010, ECE 22-05, or JIS T 8133 standards.

## **EYE PROTECTION**

Eye protection is required in the form of a face shield or goggles with shatter-resistant lens material.

## **GLOVES**

Gloves are required and must be made of leather or other comparable protective materials.

## **FOOTWEAR**

Boots are required and must have a minimum height of 8". A steel skid shoe must be worn on the rider's left boot. There should be no sharp edges.

## **LEATHERS OR UNIFORM**

Protective pants made of leather or other durable materials are required.

Leather jackets or long sleeved jerseys and pads are required. Jerseys must be tucked in.

The rider's name and number is required to appear on the back of the rider's leathers or jersey. The rider's name must be in block letters. The rider's number must be clearly readable in contrasting letters at least 8" tall.

## **PIT ATTIRE**

All persons in the pits must be neatly dressed and wear shirts, shoes and pants. Open-toed shoes and sandals are not permitted.

Neat appearing team uniforms are encouraged.

The promoter may impose reasonable pit area attire and pit entry qualifications.

Riders permitting improperly attired and/or unqualified individuals to work in their pit area are subject to disciplinary action.

Riders are not allowed in the grandstand or other spectator areas while wearing their racing apparel, except when doing duties in relationship to an event organized by the promoter.

## **CHAPTER 8 - TECHNICAL REGULATIONS**

### **SPEEDWAY AND LONG TRACK MACHINES**

Speedway and Long Track motorcycles are 2-wheel vehicles making only one track on the ground.

In addition to the general technical regulations in this chapter, regulations specific to Speedway Long Track machines are included at the end of this chapter.

### **SIDECARS**

Speedway Sidecars are three wheeled vehicles making two tracks on the ground, consisting of a motorcycle making one track and a Sidecar for a passenger making the other.

The AMA Rules of Competition apply to Sidecar classes and competitors. Supplemental Technical Rules are issued on a track-by-track basis and by AMA for National Championship competitions.

### **MACHINE CONDITION**

The general appearance of the motorcycles must be neat and clean. Construction must be workmanlike with no exposed sharp edges.

### **INSPECTIONS**

The AMA and the AMA Speedway Management Committee do not inspect vehicles in AMA-sanctioned non-Championship competitions. In AMA Championship Events there can be a technical inspection conducted prior to first heat. Participants are solely responsible for the condition of their vehicles and their competence to operate them.

Where the rules permit or require components to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components and materials and to perform fabrication so that the components will perform in competition with safety.

Technical inspections may be performed at the direction of the Referee. Availability for inspection at any time before, during or immediately after the meeting is the rider's responsibility.

The Referee may call for inspection any part or component of any motorcycle entered in competition at any AMA-sanctioned meet and may disqualify any motorcycle that does not conform to the Technical Regulations, or disallow its use until it has been brought into conformity.

Compliance to the rules is required at any inspection, regardless if the motorcycle, equipment or riding apparel have passed prior inspections.

## **EQUIPMENT STANDARDS**

### **500cc Speedway Division 1, 2 and 3 Engines:**

Only air-cooled, single-cylinder, naturally aspirated & carbureted four-stroke engines may be used.

Maximum number of valves: 4.

Minimum displacement is 350cc.

Maximum displacement is 500cc

### **Youth Speedway Engines:**

Only single cylinder, naturally aspirated 2-stroke or 4-stroke engines may be used. All 4-stroke engines must be air-cooled

Youth Classes and Displacement limits are as follows:

Class 1: 50cc Mini Class: 0-51cc

Class 2: 66-85cc 2-strokes and 75-150cc 4-strokes.

Class 3: 66-85cc 2-strokes and 75-250cc 4-strokes. An allowance to 267cc is extended to air-cooled JAWA and Weslake engines manufactured prior to 2004.

### **Measurement of Capacity**

The capacity of the 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 highest to lowest point, stroke:

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

where D = bore and C = stroke

The measurements should be taken when the engine is cold.

### **Carburetion and Fuel**

A single carburetor with a maximum throat diameter of 34mm must be used, measured at 5mm before and 25mm after the closed throttle valve.

Only neat (pure) methanol (CH<sub>3</sub>OH) may be used. No additives are allowed.

### **Oil containment**



An effective oil-containment system, which prevents any leaking of oil onto the ground, is required.

No person may dump oil except in a suitable location designated by the promoter. Riders are responsible for the proper disposal of oils and any other toxic or polluting liquids or materials. The Promoter is required to provide suitable disposal container.

### **Frames**

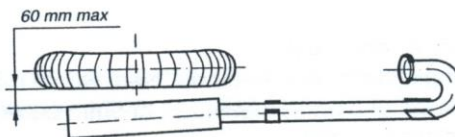
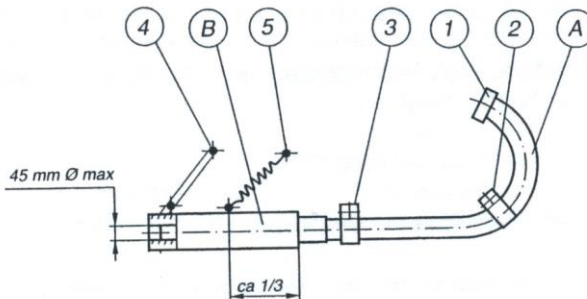
Speedway-type frames are required. No rear suspension is permitted.

### **Exhaust System**

All exhaust gases must pass through an exhaust pipe and approved silencer and must be discharged horizontally and to the rear.

No part of the exhaust system may extend beyond the rear tire.

The exhaust pipe ("A") may not have an outside diameter of more than 50mm.



A = Exhaust Pipe (tuyau d'échappement)

B = Silencer (silencieux)

The exhaust pipe will be secured at a minimum of three points: to the engine head at one point (#1) and the frame at two points (#2 and #3).

The silencer will be secured at a minimum of two points: to the frame at one point (#4) and clamped to the exhaust pipe. Forward to the frame from within the front 1/3 of the muffler ("B") with a flexible steel wire (#5) to act as a safety device.

The gap between the silencer and rear wheel may not exceed 2.5".

Silencers may not be modified from the approved design.

**Promoters will maintain and make available a list of approved Silencers at their respective facilities.**

### **Transmission Guards**

The primary chain drive must have a fully enclosed safety cover that protects against accidental contact with chain or clutch parts. The following exceptions are allowed:

- The vertical plane facing the motorcycle center may be open.
- A hole is allowed on the vertical plane facing away from the motorcycle center, sufficient only to remove the clutch pressure plate and clutch plates.
- 10mm or smaller holes are allowed, provided the number or placement of the holes does not compromise the integrity of the guard.
- Sufficient clearance for rear chain entry and exit.

Additional protection from a broken primary chain flying upwards must be provided by a bolt or rod of 10mm minimum diameter and of sufficient length, mounted parallel to the clutch shaft and placed adjacent to the clutch within 45 degrees rearward of the bottom of the clutch.

The final drive sprocket must be covered by a dedicated guard or by shared coverage from the primary transmission guard.

A rear sprocket/chain guard is required that covers all teeth on the sprocket that are not fully engaged with the chain, and that covers at least 3 inches of the chain as it meets the sprocket.

### **Brakes**

Brakes are not allowed.

### **Wheels and Tires**

Wheel sizes must be 23" diameter (front) and 19" (rear) for 500cc speedway and 19" diameter (front) and 17" (rear) for 250cc. 22" diameter (rear) tires are approved for use at Long Track Events on either speedway or long track machines.

Tires will be of an approved model and brand and may not be modified. Current approved tires are as follows:  
MITAS 3.75-19/SW 05

Specifically, no material may be removed from tires and no new sipes may be added to tires, nor may tires be chemically treated.

Promoters may establish "edge rules" for weekly programs. No edge rules will be enforced for special events or AMA USA Speedway Championship events.

### **Fenders and Wheel Covers**

Fenders are required over the front and rear wheels.

The front fender will commence no less than 5 degrees forward of a vertical line through the front axle and extend back at least 45 degrees from that line.

The rear fender will commence no less than 5 degrees behind a vertical line through the rear axle and extend forward at least 45 degrees from that line.

Fenders must cover the entire width of the tire, but may extend no more than 1" beyond either side of the tire.

A cover must be fitted to the right side of the rear wheel that covers the spokes from rim to hub.

### **Handlebars and Controls**

Handlebars must be constructed of aluminum alloy. Handlebar ends must be plugged or rubber covered. The repair of cracked or broken handlebars is prohibited.

Control levers must have at least a 5/8" diameter ball end.

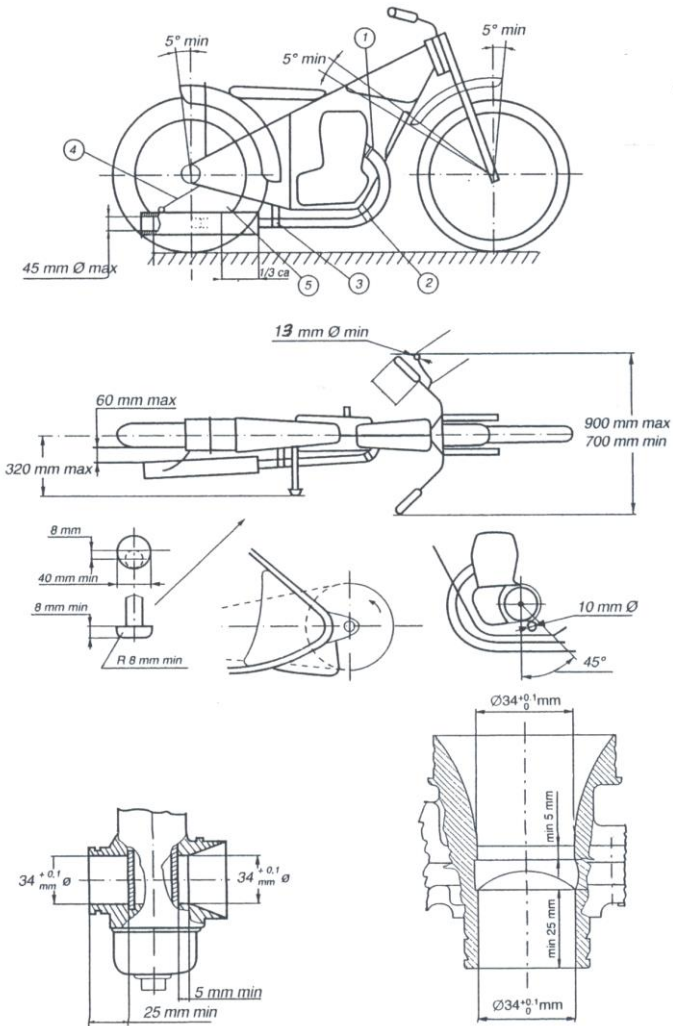
Throttle controls must be self-closing when not held by the hand.

Ignition cutout system: An automatic "deadman's" ignition cutout switch that is activated when the rider leaves the motorcycle is required.

An ignition cutout must be fitted on the handlebar or the handlebar mount, as close as is practicable to the throttle. The ignition cut-out must stop the engine immediately, by the simple action of the pulling a lanyard or a non-elastic string attached to the rider's right wrist.

Maximum extended length of lanyard is 18".

Neither the handlebars nor the front forks may be part of the switch's electrical circuit.



**Footrests**

A right-side footrest is required and may not extend more than 12.5" from the centerline of the motorcycle.

The outer edge of the right footrest must be a minimum 40mm in diameter and 8mm thick with a minimum 8mm outer edge radius.

### **Number plate and numbers**

A front number plate displaying the rider's number is required. Numbers must be clearly visible, in a block style, done in a professional manner. Numbers must be at least 6.0" tall and have a minimum 1" wide stroke. Numbers must be of one color on a contrasting background.

### **SPEEDWAY LONG TRACK SPECIFICATIONS**

Only air-cooled, single-cylinder, naturally aspirated & carbureted four-stroke engines may be used.

Maximum number of valves: 4.

Minimum displacement is 350cc

Maximum displacement is 500cc

A single carburetor must be used, with a maximum throat diameter of 34mm, measured at 5mm before and 25mm after the closed throttle valve

Frame: Long Track style frames with twin- or single-shock rear suspensions, as well as rigid Speedway-type frames, are allowed.

Wheel Sizes: Wheel sizes must be 23" diameter (front) and either 19" or 22" diameter (rear).

Tires: Tires will be of an approved model and brand. No material may be removed from tires and no new sipes may be added to tires, nor may tires be chemically treated. Tires may not be modified. Promoters may establish edge rules for local programs. No edge rules will be enforced for AMA Speedway Championships.

Transmission: Maximum gears: 2

## **CHAPTER 9 -- OFFENSES, PENALTIES, PROTESTS, APPEALS AND HEARINGS**

### **A. GENERAL INFORMATION**

1. Through the establishment and enforcement of various rules and procedures, AMA and AMA Speedway Management Committee strive to regulate motorcycle competition in the fairest possible manner. By participating in an AMA event, each participant agrees to abide by AMA rules and procedures. In addition, riders are deemed responsible for the actions of their families and crewmembers. All parties involved in competition are expected to conduct themselves in a responsible manner, respecting at all times the rights of others. Participation in AMA-sanctioned activities is a privilege, and all participants understand that violation of AMA rules and procedures can lead to forfeiture of their competition privileges.
2. Through these protest and appeal procedures, the AMA and AMA Speedway Management Committee provide a system of administrative review in the event of disputes, which are eligible for such review. The goal of the protest and appeal procedures is to assure fair and consistent enforcement of rules and objective review of protests and appeals lodged by or against participants.
3. Any current AMA member who has been denied the right to participate in an AMA sanctioned meet may request reconsideration via the AMA national office using the AMA appeal process.
4. Any participant who is fined under these rules will be deemed suspended from all AMA-sanctioned activities, including but not limited to all AMA Speedway activities, until the fine is paid. The fined party is entitled to a receipt upon payment. Fines and other disciplinary actions levied by meet officials or by the AMA must be explained to the participant and noted in the referee report.
5. Any participant under suspension, or otherwise disciplined under these rules of competition, may be placed on probation or reinstated by the AMA.
6. Only professional video from an accredited journalist/videographer will be allowed as evidence in Protests and Appeal Hearings.

### **B. GENERAL OFFENSES AND PENALTIES**

1. This section outlines actions which are deemed to be detrimental to the sport of motorcycle competition and which may result in a range of disciplinary actions.

2. Unless otherwise specifically provided for in these rules, the referee may disqualify any rider, crew member or family member from a race meet for violation of these rules, insubordination or other actions deemed in the sole discretion of the referee to be detrimental to the race meet and the sport. Such disqualification includes the loss of any rights with regard to the event in question and may result in expulsion from the meet site. In addition, the referee is empowered to levy fines of up to \$50 and to recommend to the AMA and AMA Speedway Management Committee that further disciplinary actions be taken. The referee may also disallow use of a motorcycle determined by the referee to be illegal under these rules.

3. Unless otherwise specifically provided for in these rules, AMA is empowered to suspend any rider, crewmember or family member for a period of from 15 days to indefinite suspension for violation of these rules, insubordination, or other actions deemed, in their sole discretion to be detrimental to the sport. The AMA will determine the beginning and ending dates of any such suspension. The minimum suspension for a second offense of a similar nature shall be six months. In addition, the AMA is empowered to levy fines of up to \$100.

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

5. The following offenses are subject to disciplinary action by the referee and/or AMA. This list is provided as guidance to competitors but does not restrict the AMA from invoking penalties for other actions detrimental to the sport which are not specifically contemplated herein.

a. In any way attempting to gain an unfair advantage.

b. Falsifying one's name, age or ability level, practicing without officially signing up, or competing or attempting to compete under false pretenses. The penalty for riding in a lower classification than entitled (i.e. an "A" class rider competing in the "B" class) shall be a fine and a suspension of up to one year.

c. Entering and competing on a machine in a class that the machine was not of the same basic design and materials of the approved model for the class entered. For example: a 250cc entered in the 251cc-Open class in motocross, the rider will be disqualified from the event and may be suspended for up to one year.

d. Failing to attend mandatory riders' meetings.

e. Riding in such a manner as to endanger the life or limb of others.

f. Failing to immediately respond to a black flag or other signals from officials.

g. After leaving the track during a competition, failing to re-enter 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.

h. Receiving any form of prohibited outside assistance, including, but not limited to, receiving radio transmissions while in competition.

i. Causing a race to be stopped. At the referee's discretion, a rider judged to have caused a red flag may be excluded from restarting the event.

j. Abetting or knowingly engaging in a race in which the result is "fixed" or prearranged.

k. Giving, offering or promising, directly or indirectly, any bribe in any form to any person in an attempt to circumvent AMA USA Speedway rules or procedures or to otherwise gain an unfair advantage.

l. Accepting or offering to accept any bribe in any form from any person in an attempt to circumvent AMA USA Speedway rules or procedures or to otherwise gain an unfair advantage.

m. Wagering on the outcome of any AMA-sanctioned competition.

n. Knowingly entering or starting competition with a motorcycle that has been disqualified or is ineligible for the class entered; or competing on any machine other than the one on which the rider qualified.

o. Changing the specifications of a motorcycle that has already been admitted for competition and/or inspected.

p. Refusing to submit a machine or component (including fuel) for inspection, measurement or testing. Such refusal will result in the forfeiture of all points, prizes and rights at the race meet in question, plus a fine and one-year suspension.

q. Failing to comply with various AMA "claiming rules."

r. Refusing to provide a factual statement regarding an item under appeal when requested by the AMA or a party to the appeal; or interfering in any way with the protest and appeal procedures in order to hinder the process or influence the outcome.

s. Attacking an AMA, or meet official or engaging in a fight. This includes any person and any incident anywhere on the premises prior to, during, or after an AMA-sanctioned meet. The penalty for such violations shall be a fine of up to \$100 and an indefinite suspension pending review by the AMA.

t. Engaging in any unfair practice, misbehavior or action deemed by the referee or AMA to be detrimental to the sport.

u. Conspiring with others to violate any of these rules.

## **C. EQUIPMENT OFFENSES AND PENALTIES**

1. This section deals with violations of equipment regulations.

Regardless of a motorcycle passing prior inspections, compliance with all applicable equipment rules must be made at all inspections.



2. Any motorcycle found to be in violation of equipment rules may be assumed to have been in violation for the entire race meet. In permitting a motorcycle to practice and/or compete, race officials do not warrant that motorcycle's adherence with the AMA rules. Riders are responsible for any violation of equipment rules involving their motorcycle.

3. Under the direction of the meet referee, motorcycles or components may be impounded following an event to allow for detailed or independent inspection and testing directed by the AMA.

#### 4. Penalties

a. On the day of an event, and at the discretion of the meet referee, any or all of the following penalties may be administered:

1. Disqualification
2. Total or partial loss of points/awards/prize money from the meet
3. Fine of up to \$50
4. Recommendation of further action by the AMA

b. Based on review of an event and/or recommendations of the referee, the following penalties may be administered by the AMA:

1. Disqualification
2. Fine of up to \$100
3. Probation
4. Suspension

### **D. PROTESTS**

1. There are three types of protests:

a. Visual protests relate to motorcycles and components where compliance or noncompliance can be confirmed visually.

b. Technical protests relate to motorcycles and components where some type of measuring device or teardown procedure is needed to confirm compliance or noncompliance with the rules.

c. All other protests will be defined as administrative.

2. Unless specifically excluded herein, riders may lodge protests on any matter regarding an event in which they are a participant. Such matters may include, but are not limited to, the conformity of a machine or the eligibility of a rider.

3. Each protest must be made separately and in writing, signed by the protesting rider. Each protest must specify the violation of AMA rules or procedures that is alleged, and must be accompanied by the appropriate filing fee.

- a. For each protest, \$25 per item or component protested
- b. In addition to the protest fee(s), the following teardown fees will apply for a technical protest requiring measurement or teardown of an engine:
  1. Air-cooled, two-stroke singles: \$50
  2. Liquid-cooled, two-stroke singles: \$75
  3. Four-stroke engines and all other two-strokes: \$200
  4. An additional \$50 is required for measurement of any engine that must be removed from the frame for inspection.
- c. For a technical protest requiring the collection and test of a fuel sample, a \$25 protest fee plus a deposit of \$50 must be paid.
4. The referee (or his designee) must accept any protest that is properly made within the specified time limit and accompanied by the appropriate fee. The referee may not accept any protest that is not properly filed and accompanied by the required fee.
5. All protests must be filed within 30 minutes of the final heat of the event.
6. Final determination of the timeliness of a protest will rest with the event referee and such decision will be final to all concerned.
7. The referee will render decisions on all protests as soon as possible. If it is not possible to render an immediate decision, the referee may allow a protested rider or machine to compete "under protest". In such cases, payment of all affected points and awards will be withheld pending a decision on the protest.
8. When a protest involves piston displacement or any other internal engine modification, the referee must call for an engine measurement or inspection after the event. The protesting party must be present during the inspection, is entitled to witness the teardown, and must be informed of all measurements.
9. The referee is empowered to levy appropriate penalties shown herein as the result of a protest and subsequent investigation.
10. Once made, a protest cannot be withdrawn without the permission of the referee.
11. Any legitimate expense to which the referee may occur ~~be put~~ as the result of a protest must be paid by the protesting party, and the referee may require a deposit from the protesting party sufficient to cover such expenses. If the protest is upheld, however, the protested party must reimburse such costs.

12. If a protest is decided in favor of the protesting party, the referee will refund the protest fee and teardown fee, if any, and forward a report in writing with the Referee Report for the meeting.

13. If a protest is decided in favor of the protested party:

a. In a protest not involving teardown fees, the referee will forward the protest fee to the AMA along with a written report.

b. In a protest involving teardown fees, the referee will forward the protest fee to the AMA along with a written report and the protested party will be entitled to the teardown fees.

14. The referee may call for the inspection of any machine or component, including fuel, at any time.

15. When a protest involves fuel, the losing party must pay all laboratory costs for fuel analysis. If the protest is upheld, the protester is refunded all fees and the protested party must reimburse the AMA and USA Speedway for all laboratory costs.

16. Protests lodged at any meeting where AMA Championship points are paid, and not resolved at the event, shall be submitted to the AMA within 72 hours of said event. In addition, Referee shall call and mail denial of protest to the protestor and submit protest funds along with copy of original protest to the AMA in the same time period.

## **E. APPEALS**

1. Appeals are subject to the AMA's process of administrative review. That process provides two levels of appeals:

a. First Appeals: Items, which may be appealed, include the decision of a referee on a protest and the imposition of penalties by a referee and/or the AMA.

b. Final Appeals: Appeals against the results of a First Appeal.

2. Items, which may not be appealed, include:

a. Protestable items for which no protest was lodged.

b. In general, appeals cannot be accepted related to matters for which no remedy is available. (For instance, no appeal will be heard if the only means of remedy would be to re-run an event.)

3. All appeals must be in writing, accompanied by the appropriate fee and signed by the appellant. The appeal must specifically state the date and location of the sanctioned meet, the elements of the matter being appealed and the grounds for the appeal. The appeal may be filed with the referee at the meet or submitted to: AMA Track Racing Manager, 13515 Yarmouth Dr, Pickerington, OH 43147. Fax: (614) 856-1924.

Accepted delivery methods are facsimile transmission, United States mail or an express delivery service of the appellant's choice.

4. The appellant is solely responsible for timely delivery of the appeal, appeal fees and related documentation to the AMA.

5. Appeals must be received by the AMA before the close of business (5:00 p.m. Eastern time) on the fifth business day (Monday through Friday) after the ruling or incident under appeal.

6. A filing fee of \$100 (\$200 for National events) must accompany a First Appeal. A filing fee of \$200 (\$400 for National events) must accompany a Final Appeal. Filing fees will be refunded only if the appealing party prevails. Laboratory fees for fuel testing must be paid by the appealing party and will be refunded only if the appealing party prevails.

7. Both AMA and the appealing party are responsible for producing the following within 30 working days of the decision/incident being appealed (5 working days for a Final Appeal), and the AMA is responsible for distributing all such information to the appellant in a timely manner:

- a. Copies of all written statements which will be offered as evidence at an appeal hearing.
- b. A list of all witnesses to testify during the appeal hearing.
- c. In the case of a Final Appeal, any new evidence to be considered.

8. As soon as practical, AMA will review all materials submitted and take one of three initial actions:

- a. Rule in favor of the appealing party, take appropriate remedial action and refund the filing fee;
- b. If the matter appealed is a dispute between two parties, mediate the matter in an effort to reach an agreement between the parties; but failing to do so, convene an appeal board. (For these purposes, a "dispute" exists only if one party has filed a formal protest against the other. Having material interest in an appeal, e.g. being in a position to gain or lose money or points as a result of the outcome, does not constitute a dispute.)
- c. Convene an appeal board

9. The time and place of hearings will be set by AMA. The appeal hearing will be convened as soon as practical, and barring unforeseen delays will be held no more than 45 days after the ruling/incident being appealed (for Final Appeals, 15 days after the decision of the First Appeal Board).

## **F. APPEAL HEARINGS**

1. First and Final Appeal Board hearings may be conducted in person or via telephone conference.
2. Each appeal board will consist of three persons with no material interest in the matter. Selection of the appeal board members is at the discretion of AMA, which will make every effort to assure a fair and impartial hearing.
3. The AMA Track Racing Manager or designee will serve as non-voting chairman of appeal hearings.
  - a. First Appeal Boards will include two members of the Off-Road Division of AMA Congress, plus one member of the AMA staff or another qualified party selected by AMA.
  - b. Final Appeal Boards will include three members of the Off-Road Division of AMA Congress.
  - c. In no case will the same person sit on both a First and Final Appeal Board considering the same situation.
  - d. If it is impractical to constitute a First or Final Appeal Board as outlined above, alternate appeal board members may be appointed subject to the approval of the Chairman of AMA Congress.
4. No evidence or other information will be given to the appeal board members in advance of the hearing, and AMA will not announce the composition of the appeal board in advance of the hearing. Any effort by any party to unfairly influence a member of an appeal board may result in disciplinary action. For these purposes, any effort to discuss the matter under appeal prior to the hearing will be considered an attempt at influencing the appeal board member. It is the responsibility of all appeal board members to immediately report any such attempt at "tampering" to AMA.
5. AMA will confirm the time and place of all hearings in writing to the appealing rider and to the parties to any original protest. Such notice is to be made at least 10 days before the hearing (5 days for Final Appeals) unless the appealing party agrees to shorter notice. Formal written notice will be deemed to have been given when mailed to the appealing party at the most recent address provided to the AMA. The AMA will make every effort to verbally confirm the time and place of the hearing.
6. Availability for the hearing will be the responsibility of the involved parties. If the appealing party fails to participate, the appeal board may go forward with the hearing. In the event of a document able emergency on the part of the appealing rider, the hearing may be delayed at the discretion of the AMA.

7. The appeal hearing will be informal and formal rules of evidence will not apply. The following guidelines for conduct will, however, be enforced:

- a. The chairman and members of the appeal board may at any time ask any questions they deem appropriate.
- b. All parties involved in the appeal will be expected to provide full cooperation to the members of the appeal board in establishing pertinent facts and gathering information.
- c. All comments from parties involved in a dispute will be to the appeal board members. No debate between disputing parties will be allowed.
- d. The appeal hearing will be a closed meeting with attendance restricted to the following: The chairman, the members of the appeal board, the party or parties directly involved in the appeal and their witnesses. Subject to the approval of the chairman, non-participating observers may also be admitted.
- e. Any party to a matter under appeal may request a written statement from any AMA official or member believed to have relevant information. Refusal by any AMA official or member to provide a statement or testimony when requested may result in disciplinary action as provided for in these rules.
- f. Any party who fails to comply with these guidelines for conduct will be asked to leave the meeting and may be subject to disciplinary action.

8. The following order of business will be followed at appeal hearings:

- a. Introductions and summary of matter under appeal.
- b. Presentation of written and oral testimony, with the party in a “defense” posture presenting its evidence last.
- c. Questions from the chairman and appeal board members.
- d. Closing statements, again with the party in a defensive posture going last.
- e. After all evidence has been presented, the appeal board will go into executive session to consider its decision. The chairman may, upon the request of at least two members of the appeal board, be present as a consultant to this process. During its executive session, the appeal board may, upon the request of at least two of its members, recall parties or witnesses for follow-up questions.
- f. It is the responsibility of the appeal board to rule on the matter at hand within the context of existing AMA rules and regulations. Appeal boards are encouraged to make recommendations regarding such rules and regulations but have no power whatsoever to waive or modify AMA rules.
- g. Any recommendation from an appeal board which involves any type of disciplinary action involving a third party, for instance an AMA district, promoter or affiliate promoter or club, is subject to review by the

AMA Board of Directors or staff as called for under the AMA code of Regulations.

h. Decisions of the appeal board will be by simple majority.

i. Upon reaching a decision, the appeal board will inform the chairman, who will assist in drafting the board's formal statement.

j. Upon completion of the appeal board's formal statement, the appeal hearing will be reconvened and the chairman will read the statement.

k. The hearing will be adjourned.

9. If the appeal board members do not feel they can make a decision based on the evidence available at the appeal hearing, they will have up to seven days to conduct further investigations and reach their decision. If no decision has been reached within seven days of the appeal hearing, the appeal board will be dismissed. At that point, the AMA must either mediate a resolution to the appeal or convene a new appeal board.

10. The AMA will reimburse actual expenses incurred by members of the appeal board. Parties and witnesses will not be entitled to any such reimbursement.

11. If an appeal is upheld, the appealing party will be refunded their filing fee(s). If an appeal is denied, the fees will be retained by the AMA to defray costs.

12. While appealing a suspension, a rider may continue to compete in AMA events. However, this privilege may be denied at the sole discretion of AMA if the suspension is related to an offense involving drugs or alcohol, for riding in such a manner as to endanger the life or limb of others or for fighting.

13. The participants to a First Appeal agree that the determination of the appeal board is appealable only to an AMA Final Appeal Board. The participants to a Final Appeal agree that the determination of the appeal board is final, binding, and not appealable to the AMA or any court. The participants to any protest or appeal further agree that the protest and appeal procedures provided herein by the AMA are the exclusive method for the resolution of any disputes and renounce the right to pursue recourse to any arbitrator, court or other tribunal not provided for in these rules. Any attempt to do so may result in disciplinary action being imposed by the AMA. Said disciplinary action may include the permanent suspension of the appellant's AMA membership and all privileges related to that membership, including but not limited to the privilege of participating in AMA sanctioned competition.

14. Publication of protests, appeals, and the interim and final results of said protests and appeals—in news releases, in American Motorcyclist magazine, in USA Speedway Now! and other publications, on the

Internet and through any other media—is expressly agreed to by the participants to any protest or appeal. The participants further agree that they shall not bring a cause of action against AMA, AMA Speedway Management Committee, their directors, trustees, officers, employees, Congress Delegates, Rules Committee members, agents and assigns as a result of such publication.

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## **CHAPTER 10 - OFFICIALS DUTIES**

All Officials must be members of the AMA.

### **REFEREE**

The AMA Speedway Management Committee will appoint the Referees of all AMA USA Speedway National Championship Events. The Referees for all other meetings will be appointed by the promoter. Duties of the Referee will include:

Verify the official AMA sanction certificate with the promoter and retain it until the event is over.

Determine that qualified personnel are assigned to those positions necessary to ensure the efficient conduct of the event, and verify payment for services rendered by officials.

Satisfy himself that the course is safe for the event at the time of the event and recommend to the promoter that the event be called off at anytime the conditions make it unacceptable.

Determine if all riders are qualified to properly negotiate the course and prohibit any riders not so qualified from competing.

Oversee any technical inspection of equipment being used by the riders and bar any equipment, which does not conform to regulations.

Oversee the activities of all other track and pit officials.

Verify that accurate times are kept for all races when needed.

Receive all protests, render decisions thereon, advise concerned parties of their appeal rights and file a written report with the Referee Report. The Referee must consider all protests and immediately forward any appeals to the AMA. Render all decisions on disqualification of riders, and disqualify and/or penalize riders who violate these rules in accordance with the provisions of Chapter 9.



Make a full written report on the official AMA Speedway Referee Report within two of the event.

AMA and the Referee are empowered to measure engines. In such cases the referee will arrange for a properly secured location for engine inspections and measurements.

The Referee is empowered to make and enforce temporary regulations necessary to cover emergencies or special conditions not covered by these rules, including any unforeseen situation for the betterment of the program. The Referee will be responsible for the collection of all Referee and Officials' fees and expenses, in cash, at the conclusion of the meet.

### **STARTING MARSHALL**

The Starting Marshall is responsible for ensuring that:

- Before the beginning of practice and racing, signaling flags, spare starting gate tapes and elastics, track marking equipment, rakes and fire extinguishers are readily available and in order, and the starting gate functions correctly;
- The layout and marking of the starting area complies with regulations, and that all starting positions are raked, graded or swept to an even surface before each heat;
- The riders are controlled when they are preparing to start in a heat and that he remains at the tapes until is satisfied all riders are in their correct positions and ready to start and when he is satisfied he signals to the Referee and on the showing of the green light, walks away from the tapes;
- Signals for the stopping of a heat (or disqualification of a rider) given by the Referee are repeated by flags;
- Flag signals are made to indicate the last lap and the finish of each heat;
- Flag signals are made, as directed by the Referee, should the starting gate or signal lamps fail to operate properly.

### **CLERK OF THE COURSE**

The Clerk of the Course is responsible for the conduct and efficient running of the event.

They must ensure that the track receives timely and adequate preparation before practice and before racing and that all facilities are provided to maintain the track in a satisfactory condition during practice and during racing.

They must exercise authority over all Officials of the meeting (except Jury Members) and is responsible for ensuring that they are present and ready to carry out their duties properly.

They must verify the identity of the riders and passengers; the correct numbering of the motorcycles, and that there is nothing to prevent a rider or passenger from participating in the meeting, i.e. suspension, disqualification or any other ban on riding.

They must carry out as soon as possible all instructions received orally (directly or by telephone) or in writing from the Referee.

They must provide any information regarding the organization and control of the meeting, which he considers relevant for the Jury or the Referee to know or which may be requested by the Jury or the Referee.

They must prevent any person from communication directly with the Referee, when he is on duty (including communicating by telephone), without the Referee's permission.

They must ensure that protests are in order and accompanied by the appropriate security deposit before passing them to the Referee.

They must notify the Jury and the Referee of all decisions to be taken or already taken, and of any protest addressed to him.

They ensure that the AMA rules are respected. He may propose penalties to the Referee or Jury.

They must order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.

They must ensure that no machine or engine is removed from the pits without the authorization of the Referee until 30 minutes after the last heat.

They must collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the Jury, and have the provisional results of the meeting approved.

### **HEAD SCORER**

Duties of the Head Scorer will include:

Verify that a suitable checking stand is provided and at the proper place on the course and that the promoter or others have provided all of the necessary equipment for proper lap checking.

Provide, or verify that the promoter has provided, sufficient Scorers.

Advise the Starter when the Scorers are ready and keep the Starter informed on finish information of each event and rider.

Complete and keep all scores and turn the same over to the Clerk of the Course.

### **TIMEKEEPER**

The Timekeeper must be qualified to use a timekeeping system.

They must record the times taken in each heat by the winner and the runner-up and the time taken by any other rider, if so required by the Referee.

The times, but no other information, may be conveyed to the public.

The records of times must be certified by the Timekeeper, retained for scrutiny and not destroyed without the authorization of the Clerk of the Course.

He must advise the AMA of all track records established during the meeting.

### **PIT STEWARD AND ASSISTANT PIT STEWARDS**

The Pits' Steward is responsible for ensuring that:

- only the riders and their teams and other persons with appropriate passes (police, fire and medical staff in uniform and doctors, do not need passes for identification) are permitted in the pits;
- all necessary equipment, including fire extinguishers and emergency tools are in order;
- all riders and passengers taking part in the meeting have signed on;
- machines are positioned in the pits in order according to riding numbers so as to facilitate quick identification;
- riders, passengers and machines carry the correct riding numbers according to the program and that, if helmet colors are used, riders and passengers are equipped, before they leave the pits, with the correct colors, properly fitted;
- riders concerned are marshaled in readiness for the heat in which they are competing immediately after the previous heat has started;
- before authorizing riders and machines to leave the pits for practice or racing, the track is clear of all obstructions;
- the gate between track and pits is opened only when necessary for access for riders, machines and pushers, and that, during racing, the gate is properly closed and all persons in the pits are kept at a safe distance from it;

- instructions from the Referee or Clerk of the Course are clearly understood and carried out.

**Sample of 24 % system based on 1000 adults @ \$10.00 – 500 Jr Sr @ \$6.00  
Using a basic purse of \$2090.00**

**Overage Tally Sheet**

Front Gate Paid	
Adult	1000 x \$10.00 = \$10,000
Jr. & Sr.	500 x \$6.00 = \$3,000
Sub total	1500 \$13,000

Purse Total	\$2,090
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Back Yardage	80
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Overage	\$24
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Overage  $24\% \times \$13,000 = \$3,120.00 - \$2,090 = \$1,030.00 - 80 = \$950.00$   
 $= \$950.00 / 39 = \$24$

**39 Points divided as follows:**

Place	Scratch Main	Handicap Main
1	6	6
2	5	5
3	4	4
4	3	3
5		2
6		1

**Example of statement:**

Middle State Speedway will pay a minimum purse of \$2200.00 and overage calculated by the example in the rule book on page 44.

Or,

Middle State Speedway will pay a \$3000 purse without any overage

## Chapter 11 Substance Abuse Policy

### A. Substance Abuse Policy

1. In the interest of maintaining the integrity of motorcycle sports, the AMA has established a Substance Abuse Policy.
2. Random tests for prohibited substances may be conducted at the discretion of AMA Racing.

Compliance with the AMA's Substance Abuse Policy is an essential precondition to competition.

3. Any violation of the policy or refusal to submit to testing as requested by AMA Racing will result in the immediate revocation of competition privileges and loss of all rights to compete in amateur-sanctioned events.
4. See "Substance Abuse Policy"

### B. AMA Racing Substance Abuse Policy

#### Preamble

The safety and integrity of motorcycle racing are of paramount concern to AMA Racing. Substance abuse is fundamentally inconsistent with safety and with the integrity of motorcycle sport. Accordingly, AMA Racing has established this Substance Abuse Policy, which is a supplement to AMA Racing's Rules for Competition and which is binding upon all riders, officials and other AMA members involved in the running of the race in the same manner and to the same extent as AMA Racing Rules for Competition. Persons competing in any AMA sanctioned race must agree to the following:

*"I recognize the importance of maintaining the safety and integrity of motorcycle racing. Accordingly, I agree to strictly comply with AMA Racing's Rules for Competition and AMA Racing's Substance Abuse Policy. I understand that my agreement to comply with the Substance Abuse Policy is an essential precondition to the issuance of competition privileges and that I must abide by the Substance Abuse Policy and submit to such testing procedures as may be conducted from time to time at the sole discretion of AMA Racing as a condition of continued participation in AMA-sanctioned meets. I further understand that any violation of the Substance Abuse Policy, or failure or refusal to submit to testing and honestly participate in any testing procedure, will result in immediate disciplinary action*

*which may include the cancellation of my AMA Racing competition privileges and the denial of my privilege to participate in any AMA Racing or AMA amateur sanctioned events."*

This Substance Abuse Policy is being provided to you by AMA Racing in accordance with your agreement and our mutual recognition of the importance of the safety and integrity of the sport. Your continued support of the Substance Abuse Policy, and participation in its testing program, are essential to your personal success and safety and the future of motorcycling activity.

#### 1. Prohibited Acts and Substances

- a. AMA Racing riders, officials and other AMA members involved in the running of the race are prohibited from using, possessing, purchasing, selling and/or participating in the distribution of illegal or prohibited substances.

1. Prohibited substances are those substances that, in AMA Racing's sole determination, may adversely affect the safety or integrity of the sport of motorcycle racing.

2. AMA Racing may make this determination with respect to a particular substance at any time, including and without limitation at the time of discovery of drug test results.

- b. Illegal acquisition, distribution, or misuse, including use without a prescription, of any legal prescription or over-the-counter drug, is strictly forbidden.

1. Misuse of a prescription or over-the-counter drug is the use of such a drug in a manner which, in AMA Racing's sole determination, may adversely affect the safety or integrity of the sport of motorcycle racing.

2. AMA Racing may make this determination with respect to a particular substance at any time, including and without limitation at the time of discovery of drug test results.

- c. At any time when involved in track activities, AMA Racing riders, officials and other AMA members involved in the running of the race are prohibited from being under the influence of alcohol.

1. With regard to riders and officials, there shall be "zero tolerance" with regard to alcohol. Any rider or official discovered to have a measurable blood alcohol content during a racing event shall be considered under the

influence of alcohol and barred from any further involvement or participation in the event. Further, they will be subject to disciplinary actions as provided for in this Substance Abuse Policy.

2. AMA Racing members other than riders and officials will be deemed under the influence of alcohol if a test reveals a blood alcohol content above 40mg per 100ml (.04%) at the time of testing. Such persons shall be immediately barred from any further involvement or participation in the event. Further, they will be subject to disciplinary actions as provided for in this Substance Abuse Policy.
3. Nothing contained above shall preclude AMA Racing officials from determining that a person with a measurable blood alcohol content below .04% is physically unfit to participate in an AMA Racing event, taking such action as the officials deem appropriate under AMA Racing rules.

## 2. Voluntary Disclosure

- a. AMA Racing encourages voluntary disclosure of substance abuse and supports voluntary rehabilitation efforts by persons subject to the terms of this Policy. Consequently, AMA Racing is agreeable to accommodating such persons during their recovery and abstinence so long as the safety and integrity of AMA Racing's racing program are not jeopardized.
- b. AMA Racing's primary objective with regard to voluntary disclosure is to prevent participation of individuals who are in violation of this Policy until such time as the violation is no longer a threat to the safety or integrity of the racing program. In principal, persons who voluntarily disclose violations of this Policy, and who voluntarily withdraw from participation until their eligibility status is resolved, will receive more favorable consideration than those whose violations are discovered through testing of body fluids and who have continued to knowingly participate in AMA Racing's program while in violation of this Policy.
- c. Individuals are encouraged to contact the Program Administrator to voluntarily disclose violations of the Substance Abuse Policy. Persons who do so will be subject to whatever actions and controls AMA Racing deems necessary to protect the safety and integrity of its racing program, and such steps may include withholding of competition privileges.

- d. Individuals who voluntarily disclose their violation(s) of the Substance Abuse Policy, and who cooperate with the Program Administrator in setting a plan of action for reinstatement, shall not, under normal circumstances, be charged with a first offense of this Policy.
  
- e. Individuals who voluntarily disclose their violation(s) of the Substance Abuse Policy will be subject to a preliminary test to be conducted in a timely manner at the direction of AMA Racing. Costs of such test shall be borne by the individual. Under no circumstances will the individual be allowed to participate in AMA Racing-sanctioned activities until they have passed a substance abuse test.
  - 1. If the results of the preliminary test reveal that the participation of the individual will not jeopardize the safety or integrity of AMA Racing program, as determined in the sole discretion of AMA Racing, the individual will be permitted to continue participation in the program, without penalty, during a probationary period specified by AMA Racing.
  
  - 2. If the results of the preliminary test reveal that the participation of the individual may jeopardize the safety or integrity of the AMA Racing racing program, as determined in the sole discretion of AMA Racing, then the further participation of the individual will be withheld until such time as there is evidence, acceptable to AMA Racing, that the individual's participation will no longer jeopardize the safety and integrity of the program.
  
- f. Individuals who voluntarily disclose violation(s) of the Substance Abuse Policy will be required, prior to continued participation, to enter into a Voluntary Disclosure Agreement with AMA Racing stipulating the conditions of their probation.
  
- g. Individuals who have no previous offenses of this Policy may voluntarily disclose violation(s) even at the time of selection for a random test under the provisions of Item 4 of this Policy or at the time of notification of a test under the reasonable suspicion provisions of Item 3. By doing so, the individual will be granted coverage under this section of the Policy (Voluntary Disclosure) rather than Item 5 (First Offenses). However, such individuals must immediately cease their participation in the day's activities and refrain from any further participation in AMA Racing-sanctioned activities until their eligibility status has been resolved.



- h. Individuals who have one or more previous offenses of this Policy are offered no specific protections under this section of the Policy. However, voluntary disclosure of repeat violation(s), and voluntary withdrawal from participation, will be viewed as mitigating factors by AMA Racing in determining any penalties which might be invoked.
- i. Any violation of the Substance Abuse Policy discovered while an individual is on probation under these provisions for voluntary disclosure shall be treated as an offense under the appropriate item of this Policy.

### 3. Reasonable Suspicion

- a. AMA Racing may require designated riders, officials or other AMA Racing license holders to submit to urine, blood, breath and/or eye testing if officials have a reasonable suspicion that a person may have violated one or more provisions of this Policy.
- b. Some of the conditions, observations, and/or reports that may cause AMA Racing officials to have such a reasonable suspicion include, but are not necessarily limited to, the following:
  - 1. Red or droopy eyes, dilated or constricted pupils
  - 2. Slurred speech, stumbling or hyperactivity
  - 3. Needle marks
  - 4. Sudden, repeated disappearances
  - 5. Persistent sniffing, red or runny nose
  - 6. Time distortion, repeated tardiness or missed appointments
  - 7. Frequent accidents
  - 8. Inability to concentrate, remember or follow instructions
  - 9. Mental confusion, paranoia or manifestation of bizarre thoughts or ideas
  - 10. Violent tendencies, inability to control temper
  - 11. Extreme personality changes or mood swings
  - 12. Deteriorating personal hygiene or appearance as observed over time
- c. In addition, AMA Racing may require a designated rider, official or other AMA Racing members to submit to a urine, blood, breath and/or eye test following any incident or accident involving injury, death or property damage.

#### 4. Random Testing

- a. Unannounced, random tests of riders and officials for prohibited substances, drugs and alcohol will be conducted from time to time at the sole discretion of AMA Racing.
  1. Riders chosen to provide specimens for testing shall number not fewer than three nor more than 20 percent of the competition class in which testing is planned. Selection shall be made at random, with all registered riders having an equal chance of selection.
  2. Race officials involved with safety or the outcome of an event shall also be subject to random testing each time random testing for riders is conducted. Officials subject to random testing shall include, but not necessarily be limited to: AMA Racing staff; chief stewards; observers; starters and assistant starters; pit stewards, assistant pit stewards and/or grid workers; scorekeepers; technical inspectors and assistant technical inspectors.
- b. Selection of individuals to be tested shall be governed by the following guidelines:
  1. Selection of employees, officials and riders for random testing shall be by ballot and shall be overseen by the Program Administrator or his designee with at least one additional AMA Racing official as witness. Registered riders (or an individual whom they have designated in writing to the AMA Racing Program Administrator as their representative) are provided the option of witnessing the random selection. All employees, officials and registered riders shall have an equal chance of selection.
    - a. Feature class and officials: Names of all riders entered in the event's feature class, and all AMA Racing employees and officials subject to testing on that day, shall be pooled together. There will be a predetermined number of riders to be selected (not fewer than two nor more than 20 percent of the rider field). Names will be drawn at random until the predetermined number of riders has been selected. No minimum or maximum number shall apply to employees and officials.
    - b. Support classes: For each support class in which testing is planned, names of riders entered shall be pooled

together. There will be a predetermined number of riders to be selected (not fewer than two nor more than 20 percent of the rider field). Names will be drawn at random until the predetermined number of riders has been selected.

2. Riders taking part in more than one class of competition shall be eligible for random selection in each class entered.

## 5. First Offenses: Procedures and Penalties

- a. The penalties for a first violation under Item 1 of this Policy, and conditions under which reinstatement may be considered, shall be as follows:
  1. Suspension from participation in AMA amateur competition for an indefinite period, such period to include at least one race of comparable status as that at which the violation occurred. AMA Racing shall at its sole discretion determine the effective date and length of suspension.
  2. A fine of up to \$500.00 may be levied at the sole discretion of AMA Racing. All fines must be paid before reinstatement will be considered.
  3. Reimbursement of all testing and associated costs incurred by AMA Racing must be made before reinstatement will be considered.
  4. Pass a test for prohibited substances, such test to be conducted at a time and place determined by AMA Racing. The costs of the test are to be borne by the person under suspension. Failure to pass this test may constitute a second offense of this Policy. Under no circumstances will any person be reinstated until they have passed a follow-up test.
  5. Compliance with all provisions of a one-year probationary period which shall be imposed in connection with any first offense under this Policy. The conditions of such probation shall be at the sole discretion of AMA Racing. During the probationary period, the person shall be subject to further routine testing under the random and reasonable suspicion provisions of this Policy. Additionally, they shall be subject to unannounced urine or blood tests upon request by AMA Racing, and at AMA Racing's sole discretion. Costs of such tests are to be borne by the person on probation.

- b. Suspensions and other disciplinary actions invoked by AMA Racing for violations of this Policy are subject to appeal as provided for in Item 11. These appeal procedures are specific to the AMA Racing Substance Abuse Policy and take precedence over the general appeal procedures contained in the AMA Racing Rules for Competition.

## 6. Second Offenses: Procedures and Penalties

- a. The penalties for a second violation under Item 1 of this Policy, and conditions under which reinstatement may be considered, shall be as follows:
  - 1. Suspension from participation in AMA Racing and AMA amateur competition for an indefinite period of not less than two years. AMA Racing shall at its sole discretion determine the effective date and length of suspension.
  - 2. A fine of up to \$1,000.00 may be levied at the sole discretion of AMA Racing. All fines must be paid before reinstatement will be considered.
  - 3. Reimbursement of all testing and associated costs incurred by AMA Racing must be made before reinstatement will be considered.
  - 4. Pass a test for prohibited substances, such test to be conducted at a time and place determined by AMA Racing. The costs of the test are to be borne by the person under suspension. Failure to pass this test will constitute a third offense of this Policy and penalties prescribed in Item 7 will apply. Under no circumstances will any person be reinstated until they have passed a follow-up test.
  - 5. Compliance with all provisions of a five-year probationary period which shall be imposed in connection with any second offense under this Policy. The conditions of such probation shall be at the sole discretion of AMA Racing. During the probationary period, the person shall be subject to further routine testing under the random and reasonable suspicion provisions of this Policy. Additionally, they shall be subject to unannounced urine or blood tests upon request by AMA Racing, and at AMA Racing's sole discretion. Costs of such tests are to be borne by the person on probation.

- b. Suspensions and other disciplinary actions invoked by AMA Racing for violations of this Policy are subject to appeal as provided for in Item 10. These appeal procedures are specific to the AMA Racing Substance Abuse Policy and take precedence over the general appeal procedures contained in the AMA Racing Rules for Professional Competition.

## 7. Third Offenses: Procedures and Penalties

- a. If a person is found in violation of Item 1 of this Policy for a third time, that person shall be permanently banned from participation in any AMA-sanctioned amateur events in any capacity.
- b. Suspensions and other disciplinary actions invoked by AMA Racing for violations of this Policy are subject to appeal as provided for in Item 11. These appeal procedures are specific to the AMA Racing Substance Abuse Policy and take precedence over the general appeal procedures contained in the AMA Racing Rules for Competition.

## 8. Non-Compliance With Policy Provisions

- a. If a rider, official or other AMA members involved in the running of the race refuses to abide by the drug, substance and alcohol testing provisions of the licensing agreement; refuses to execute the "Participant Notification Form" or "AMA Racing Authorization for Testing and Release;" or fails to comply with any other procedures related to this Policy when instructed by AMA Racing; that person shall be suspended from participation in any AMA amateur competition for an indefinite period of not less than two years.
- b. If any rider, official or other AMA members involved in the running of the race refuses to submit to a urine, blood, breath and/or eye test under any provision of this Policy, that person may be ejected from the premises or other emergency action may be taken as deemed appropriate at the sole discretion of AMA Racing; and that person shall be suspended from participation in any AMA amateur competition for an indefinite period of not less than two years.
- c. Any infraction under this section of AMA Racing Substance Abuse Policy shall be considered of equal severity to a second offense under Item 6, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.

d. Any second infraction under this section of the AMA Racing Substance Abuse Policy shall be considered of equal severity to a third offense under Item 7, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.

## 9. Falsifying or Withholding Information

a. Any rider, official or other AMA members involved in the running of the race who attempts to or does falsify, alter or otherwise tamper with a urine or blood sample, shall be suspended from any participation in AMA Racing-sanctioned activities for an indefinite period of not less than two years.

b. Any rider, official or other AMA members involved in the running of the race who attempts to or does falsify, alter or otherwise tamper with any documentation related to the Substance Abuse Policy; or who attempts to or does withhold required information; shall be suspended from any participation in AMA Racing sanctioned activities for an indefinite period of not less than two years.

c. Any infraction under this section of the AMA Racing Substance Abuse Policy shall be considered of equal severity to a second offense under Item 6, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.

d. Any second infraction under this section of the AMA Racing Substance Abuse Policy shall be considered of equal severity to a third offense under Item 7, and the penalties and procedures governing fines, suspensions, probations, etc., shall be comparable.

## 10. Release of Information

AMA Racing reserves the right, in its sole discretion, to release and disclose the results of any substance abuse tests performed under this Policy, together with any medical information, conclusions and interpretations related to such test results or the performance of such tests. AMA Racing further reserves the right, in its sole discretion, to release and disclose the background and details related to any disciplinary actions taken under the provisions of this Policy.

## 11. Protests and Appeals

- a. Except as otherwise provided herein, applicable provisions of the AMA Racing Rules for Competition regarding Offenses, Penalties, Protests and Appeals shall apply.
- b. Persons disqualified from a race meet for a suspected violation of this Policy may protest their disqualification to the Referee or his designee as provided in applicable AMA Racing Rules. The Referee or his designee's decision shall be final and disqualification from participation in the meet, if upheld by the Referee or his designee shall include the loss of any rights with regard to the event in question.
- c. There shall be two types of appeals allowed under this Policy.
  1. Appeal of the findings of AMA Racing's testing laboratory with respect to a body fluid.
    - a. Upon notification of a positive test result, a person may request an analysis of the second body fluid specimen held in secure storage as provided for in Item 12 (a), (1)(b).
    - b. Request for the analysis of the second specimen must be made in writing to the AMA Racing Substance Abuse Policy Administrator within seven days of the notification of the positive test result. A filing fee of \$250 must accompany the request and will be refunded only if the second test does not support the original findings. Failure to request a second test within the seven day appeal period shall constitute acceptance of the test results.
    - c. AMA Racing will use its best efforts to expedite the second test, which will be at the expense of the person who tested positive.
    - d. The person who tested positive may attend the second test with a layman or expert witness of their choice, provided a written request to that effect was made to the Program Administrator at the time of the appeal.
  2. Appeal of disciplinary actions levied under this Policy

- a. Appeal of disciplinary actions imposed by the Administrator of the AMA Racing Substance Abuse Policy must be made in writing, and within 14 days of notification of the penalty, to the Director of Competition. Specific procedures for such an appeal are provided in the AMA Racing Rules for Competition.
- b. There shall be no provision to allow a person to continue participation in AMA Racing sanctioned events while appealing a suspension related to the use or abuse of a prohibited substance. Under no circumstances will any person be reinstated until they have passed a follow-up test.
- c. At the sole discretion of AMA Racing, riders may be allowed to race while appealing penalties related to this Policy which do not involve use or abuse of a prohibited substance.

## 12. Collection and Transport of Specimens

AMA Racing will designate persons or organizations to be in charge of body fluid collection and/or the administration of other testing protocols and they will be responsible for duties including the following:

- a. Insure that two body fluid specimens are correctly obtained, identified and labeled.
  1. One specimen shall be used for performing the preliminary analysis and, when necessary, confirmation tests.
  2. The second specimen shall be properly maintained in secure storage for analysis in the event of an appeal.
    - b. Insure that specimens, once properly labeled, are maintained in suitable and secure conditions for delivery to the designated testing laboratory.
- c. Insure that all proper documentation related to tests is completed and compiled.

## 13. Facility for Testing

All testing of specimens will be conducted at a facility or facilities selected by AMA Racing, and according to testing methodologies selected by AMA Racing.



- a. The testing facility will determine whether a particular specimen tests positive with respect to a prohibited substance and/or alcohol.
- b. All positive test results will be verified by a confirmation analysis of the same body fluid specimen before the test results will be considered to be "true positive".

#### 14. Costs of Tests

Costs of routine random tests conducted under this program will be paid by AMA Racing. Under certain circumstances, as specified in this Policy, individuals are responsible for testing costs. In such instances, the price for each test conducted, collection and shipping of specimens inclusive, shall be determined by AMA Racing.

#### 15. Treatment for Drug or Alcohol Abuse

AMA Racing does not recommend or provide specific drug or alcohol rehabilitation programs. Rather, AMA Racing strongly encourages self-help and professional treatment for those afflicted with a drug or alcohol abuse problem. Many assistance programs, both public and private, are available and can provide quality care and treatment.

#### 16. Program Administration and Integrity

- a. The AMA Racing Substance Abuse Policy is governed by AMA Racing in order to protect the safety and integrity of motorcycle sport.
- b. The Program Administrator shall have the responsibility for the conduct and the enforcement of all provisions of this Policy and for taking disciplinary actions as provided for herein and in the AMA Racing Rules for Competition.
- c. In order to demonstrate AMA Racing's commitment to the safety and integrity of motorcycle racing and to underscore its commitment to an effective and credible Substance Abuse Policy:
  1. Any AMA Racing official found in violation of this Policy may, at the sole discretion of AMA Racing, be permanently barred from future involvement in AMA Racing and AMA amateur competition.

2. The Program Administrator for the AMA Racing Substance Abuse Policy shall, as a precondition to holding that position, submit to periodic urine, blood, breath and/or eye testing as requested at the sole discretion of the VP of AMA Operations, costs of such tests to be borne by AMA Racing.

## 17. Applicability of AMA Racing Rules of Competition

The AMA Racing Substance Abuse Policy is a supplement to the provisions of the AMA Racing Rules for Competition and will be interpreted, enforced and applied by AMA Racing. The AMA Racing Substance Abuse Policy is binding upon all AMA Racing riders, officials and other AMA members involved in the running of the race in the same manner and to the same extent as the AMA Racing Rules for Competition.

## 150cc Mini Speedway Motorcycle Engine Claim Form

### Track

Track Name \_\_\_\_\_

Event Date \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

### Rider Making Engine Claim

Rider Name \_\_\_\_\_ Racing

Number \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State

Zip \_\_\_\_\_

Main Event Finish \_\_\_\_\_

Rider Signature \_\_\_\_\_ Phone ( ) \_\_\_\_\_

### Engine Being Claimed

Rider Name \_\_\_\_\_ Racing

Number \_\_\_\_\_

Main Event Finish \_\_\_\_\_

**NOTE 1:** This Claim Form must be presented to the Referee within 30 minutes of the completion of the Main Event and be accompanied by \$700 in cash.

**NOTE 2:** Refer to the 150cc Mini Speedway Motorcycle Racing Class Standards; section 1.3 Engine Claiming, for more information on engine claiming.

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Referee acknowledges Engine Claim and Engine Sale were completed per the 150cc Mini Speedway Motorcycle Racing Class Standards.

Referee Signature

Date

\_\_\_\_\_  
\_\_\_\_\_

**150cc Mini Speedway Motorcycle Engine Bill of Sale**

I hereby certify that I am the lawful owner of the YX1P56FMJ Engine (140cc) and have the authority to sell it. I hereby acknowledge the receipt of \$700 in the form of cash from the Buyer as full payment for the purchase of the engine, which is sold "AS IS".

I do hereby grant, sell and transfer full ownership of this engine to the buyer. I certify that this engine, at the time of sale, is free from all encumbrances, taxes, fees and liens except those specified on the title or listed below; and that I (Seller) will defend and be held fully responsible for such lawful claims and demands with respect to the engine, if any.

Buyer accepts full liability for the engine, damages and any third party liability incurred from the engine use from the date of sale.

List any encumbrances, taxes, fees and liens here:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Seller's Signature

Date

\_\_\_\_\_  
\_\_\_\_\_

Buyer's Signature

Date

\_\_\_\_\_  
\_\_\_\_\_

## **AMA Speedway Management Committee**

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