



Motocross Rule Book

AMCA RULES INDEX

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NOTES TO RIDERS

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

MACHINE SPOT CHECKS

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

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

CODE OF CONDUCT AND GUIDE TO RIDERS

1. On arrival at a venue for an event, expect to pay for anyone with you who is not covered by the free pass sent to you. Don't abuse the Gate Officials, they are only helping the Organisers.
2. Parking - If directed to a specific place, please co-operate. Again don't abuse the Marshals who have been instructed to park the vehicles in a certain way.
3. Hang a litter bag on your vehicle to encourage people with you not to drop litter. Remember someone has to pick all the litter up afterwards, otherwise the venue could be lost.
4. Walk the course before practice, watch, as most courses deteriorate through the day. Do not stand between the ropes, behind a single rope or in a prohibited area, if you do you are liable to be disciplined.
5. Always ensure that you do not ride your bike anywhere except on the track and in authorised alleyways to and from the track, never push the bike with engine running or ride in the paddock or public areas.
6. Ensure all numbers are clean, including Bib numbers, each time you go out on to the track.
7. If you should fall off, get your machine off the track or to the side of the track as quickly as possible.
8. Do not presume you can wash off your machine in the paddock, some Clubs will not allow this or only in certain areas.
9. After the meeting, check round your vehicle for litter and take it home with you.
10. If you have enjoyed the day out why not say so to one of the Organisers. Riders we have many, good Organisers we have few.
11. **ILLEGAL PRACTICE** - - Any rider who uses an AMCA track for practice without the consent of the Club responsible for that track shall, without exception, be disciplined as seen fit by the Club responsible for the upkeep of that venue. Permission from the Club does not mean that AMCA Insurance is in place, only events issued with AMCA Authorisations are covered.
12. **PRACTICE - PRIOR TO AN EVENT** practising at a track prior to an event is not allowed without the written consent of the organising Club.

Please remember at some venues there are local restrictions which sometimes prevent overnight camping. At some circuits dogs are not allowed, even on leads. Fires or barbecues should not be lit without the consent of the organising Club.

If you wish to comment on an event, remember there are regular group meetings to discuss events and anyone is able to attend.

RIDERS CONDUCT

RIDERS CONDUCT RIDERS ARE RESPONSIBLE FOR THOSE WHO ATTEND EVENTS WITH THEM. If any person conducts themselves in a manner which is not acceptable to the AMCA, or any of its affiliated Clubs, and it is not possible to discipline the persons involved, then the rider will be held responsible and may be disciplined. If dealing with someone under the age of 18 years the parent/guardian must be in attendance, if the organising club/group has an appointed Child Protection Officer, they should also be invited to attend. Any penalty imposed on under 16 year old riders, must be alternative to marshalling duties.

Penalties:

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

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

1. Any act which is of a violent, threatening or abusive nature to any official, rider, passenger or any other person.
Note! Any hearing called as the result of any act of violence will be referred to a hearing committee which will be held at the AMCA Office.
2. Any rider involved in behaviour that is likely to bring the sport, the name of the Association and its Clubs into disrepute. i.e. bad language, dropping of litter, standing in prohibited areas
3. The carrying of extra passengers on machines in run off areas.
4. Competing or attempting to compete in any AMCA authorized event without the proper paperwork being completed.

5. The use of Power Washers in areas not allowed by the organising Club.
6. Riders and passengers not wearing helmets when machines are ridden.
7. Gaining admission without paying for non-ticket carrying spectators.
8. Parking of vehicles in areas not allowed and this includes camping overnight without prior permission.
9. The digging of holes for camping purposes and the use of equipment for leveling up of vehicles i.e. stakes for putting under wheels is not allowed.
10. Riding of machines in the paddock or on any part of the circuit reserved for the general public. Or Riding a machine at times and in places not allowed by the organising Club. A 2 week/meeting marshalling ban will be imposed.
Riding in an area reserved for the general public and causing injury will be referred to a 'hearing', which will be heard either at a local group meeting or at the AMCA Office.
11. All race personnel, officials, riders, mechanics, photographers or anyone associated with riders must not consume or be under the influence of intoxicants or drugs that could affect their normal mental or physical ability. Besides affecting the safety of the event, any such use is inconsistent with the concept of good sportsmanship and is detrimental to the sport.
12. Pushing machines with the engine running – Riders will be penalized for one week. See Rule 60.
13. Failure to stop when flagged by a marshal or official. A competitor failing to stop when flagged by a marshal or officials renders himself/herself to suspension for the remainder of the meeting. This will also apply to practice. See SR-6

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

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

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

GROUP HEARINGS

Groups of Clubs are able to arrange disciplinary hearings and any person required to attend must be given written notice of the hearing and informed that any witnesses they

may wish to attend will be able to do so. A written statement will be acceptable. Anyone not attending may be dealt with in their absence providing every opportunity has been made for the person(s) to attend. At a hearing, only one member per Club will hear the evidence and witnesses to the incident will only be allowed into the hearing one at a time.

APPEALS TO THE MOTOCROSS OR APPEALS COMMITTEE

Any person or club who is disciplined by a Group hearing and feels the hearing was not fair or that the penalty was too harsh, may appeal to the AMCA Motocross Committee in writing including a deposit of £50. Hearings to this committee are not automatic, they will only be granted if the reasons for the appeal are considered valid. Any decisions by either the Appeals Committee or the Motocross Committee will be final and binding. At all disciplinary hearings, any persons having a connection, either financial or as a relation, to any person having a hearing should declare that interest.

Appeals against 'automatic' bans may be heard by an AMCA appointed committee rather than a 'home' group committee. Appeals are not automatic and will only be granted if the reasons are valid.

SUSPENSION OF MEMBERSHIP

Disciplinary Action - For any rider who is stopped from riding for a limited period, he/she must marshal (or observe at Trials) at AMCA events and he/she must ensure that an Official of the organising Club witnesses this and that the Stewards include confirmation on their reports. An offender must carry out the duties themselves and should arrange with the organising Club(s) beforehand.

Marshalling at a riders own Club event will not count.

If the rider is under the age of 16 years alternative duties may be found. Any rider suspended shall return his/her Licence to the AMCA Office. Any delay in handing it back will be added to the term of suspension. When a rider is suspended it applies to all types of AMCA events. Any rider given a suspended sentence of his/her AMCA membership will have the sentence automatically cancelled after a year for each month imposed, i.e. a rider given a three month suspended sentence of his/her registration will then have it lifted after 3 years. Any rider banned or suspended from riding in AMCA events will not be able to compete with other organisations such as the ACU, BSMA and YMSA who have all agreed to honour any penalty imposed by any of the other organisations.

LICENCES

1 MOTOCROSS LICENCE

All riders who wish to compete in Motocross events must be in possession of an Motocross Licence, which must be available for inspection at all events, and worn at all times except when riding. A rider who wishes to apply for an Licence must be a paid up member of one AMCA Affiliated Club that organises Motocross events. Licence application forms are available from Affiliated Clubs whose Secretary should sign to confirm the applicant is a member of the Club. No rider shall be a member of more than one Affiliated Club for the purpose of competing in Motocross events. All Licences are renewable on January 31st each year.

The Motocross Licence will cover the rider to be able to compete in Scrambles, Trials and Enduro's. Membership of an AMCA Affiliated Classic club will be necessary for riders competing in Scrambles.

Licences for Motocross Championships - Riders who are eligible (qualified) for the AMCA MX1, MX2, 2-Stroke, Vets Series or Sidecar Championship must apply for an AMCA Licence by March 1st.

LICENCE TYPES

Based on the number of times a rider competed in the previous year AMCA licences will be graded as: -

Gold - 25 + entries, Silver - 20 + entries, Bronze – 10+ events.

**CofC and Club Officials can apply in writing for upgrade from S to G. ** If worked at home events.

Entries by riders into official IMBA teams will be counted towards base numbers for Gold, Silver and Bronze licences.

SIDECAR PASSENGERS

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

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

2 COMPETITION LICENCE APPLICANTS

All first time applicants must send one passport photograph when applying for a licence.

Any AMCA registered rider terminating his/her membership should return his/her Licence to the AMCA Office and inform his/her Club Secretary in writing.

Any rider who leaves the AMCA and later wishes to return should submit a written application to the AMCA Office before submitting the Licence form via a Club.

3 LICENCE FEES

Listed below are the costs for the Motocross Licence.

START DATE Motocross Licence

FROM 1st FEBRUARY £59.00

All licences are subject to £2 P&P

TRANSPONDERS

Transponders are compulsory for ALL AMCA Motocross Events.

Transponders can be hired for a minimum of £10 paid to the transponder system operator on the day. £5 of the fee will be paid to the AMCA sent in with event paperwork.

4 MINIMUM AGE LIMITS (MXC OCT 16)

Minimum age for solo riders is 8 years old, Sidecar drivers and passenger's minimum age is 14 years old

4 (a) Inter Juniors –

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

Junior/Senior/Expert Class and Age Capacities

13 + Years	MX2 (Junior/Senior/Expert)	Max 145cc 2 stroke or 250cc 4 stroke	-
15 + Years	MX1 (Junior/Senior/Expert)	Min 146cc 2 stroke or 251cc 4 stroke	-

4 (b) Machine Capacities.

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

- a) 65cc bikes are permitted to ride in the inter junior class so long as SR-24 Method D is used to mark the track (see Standing Regs) Auto's will NOT be allowed.
- b) Note! The fundamentals of a 65cc and 85cc 2-stroke /150cc 4 strokes machine should be "factory standard" or "as supplied by the manufacturer". (Fundamentals to include frame, engine and wheels).
- c) MX2 and MX1 machines (125cc 2-stroke, 145cc 2-stroke, 250cc 4-stroke and above) are not eligible to compete in the Inter Juniors.
- d) 15 year olds can ride 250cc 2-stroke machines.
- e) 15 year olds (Seniors and Experts) can ride 450cc 4-Stroke machines.
- f) 16 year olds can ride bigger capacity machines in exceptional circumstances, the rider must have written AMCA authority
- g) 12 year olds can ride MX2 machines in exceptional circumstances, with parental consent.

4 (c) Grading of Inter Juniors. (MXC OCT 16)

Riders aged 9, 10 and 11 are NOT to be upgraded in any circumstances

Riders aged 12 and 13 years old may only be upgraded in exceptional circumstances and only then with parents/guardians written agreement via the upgrading Co-ordinator and/or Group Co-ordinator who will forward the request to the office.

Should any rider aged 12 / 13 obtain 20 points then he/she shall be upgraded unless the parent/guardian objects. In such case the parent/guardian shall discuss with the AMCA the reasons and a decision made as to future participation which may involve suspension of the rider from future competition until age 14 or agreement to upgrade.

A record will be kept of all points for this age group and on their 14th birthday these points will become effective and upgrading will take place.

Fourteen year olds will continue to score their points in the usual way and be upgraded accordingly. Any rider who changes bike size to MX2 class bike will not be allowed to compete in the Inter Juniors, and may be upgraded, but only with the consent form being signed by the parent/guardian.

If an Inter Junior over the age of 14 is of below average height or ability in the opinion of the co-ordinator or the up-grading official, then they can remain in the Inter Juniors (as long as the machine they are competing on permits them to do so) until their circumstances change. They will not be expected to gain upgrading points to be moved to the MX1/MX2 Juniors this will be at the discretion of the co-ordinator.

5 RIDERS UNDER 18 YEARS OLD

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

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

6 TRANSFERS

Any rider who has been a member of a Club in the previous season and wishes to move to a different club in this season must obtain a release letter (signed by at least two club officials) from his/her former Club. The release letter should then be sent to the AMCA Office together with the Licence application. Transfer to another club within a different Motocross Group is only allowed in special circumstances and must be referred to a Group Meeting and/or the AMCA Motocross Committee for clearance before any transfer can take place. The release letter should state the true and exact reason why the rider wishes to leave the Club and the new Club should be shown the letter before approving the rider's membership. (Officials who are riders cannot sign their own release letter.)

New applicants joining the Association must join one of the THREE nearest clubs to their home address. AMCA Riders whose membership has lapsed for a period of 12 months will be treated as new members.

7 NUMBER OF LICENCES PER CLUB (MXC OCT 16)

Clubs will be expected to run 1 event for every 15 licence holders, numbers of riders will include sidecar drivers and passengers. Maximum number of licences per club is 60. The minimum number of events to be run is 2. The total number of licences per Club will be counted at the highest number of licences the Club issues throughout the year, i.e. Count the maximum at any one time. The AMCA Office will restrict the number of licence forms issued to the number of events the Club is scheduled to run. Extra licence forms will only be issued when the date of an extra event has been confirmed in writing. Licences issued to Trials only and Enduro only will not be included in the number of Licences used to

calculate the number of Motocross events a Club should organise. Special Note: SIDECARS - Each Group must organise one event during the season that includes a class for sidecars, in addition to one event per club with a sidecar member. Clubs can impose minimum number of entries, before confirmation that event will be run.

8 CLUBS IN DEFAULT OF RUNNING THE REQUIRED NUMBER OF EVENTS

These clubs may have their full membership of the Association suspended and will not be reinstated until an event, up to 31st May current year, is run. If no events are run up to this date, then any Licences issued will be rescinded.

9 PROOF OF OWNERSHIP

All applicants for an AMCA Licence should supply proof of ownership documents for their machine(s). (For riders who have owned machines for some time and the details are already recorded with the AMCA, it will not be necessary to see proof of ownership.)

10 ONE DAY LICENCES

One Day Licence include the entry fee and insurance.

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

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

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

11 UPGRADING

Riders will be graded according to their riding ability.

1st (overall) - 4 points, 2nd (overall) - 3 points, 3rd (overall) - 2 points. A rider will be upgraded when he/she has reached 8 points (For guidance only).

One Day Licence riders will score points for upgrading purposes.

Each Group may modify the system to suit its own requirements. Groups may operate a downgrading system. Co-ordinators or persons authorised by a Group should inform the AMCA Office of riders to be up or downgraded and riders will then receive confirmation, including new number(s), in writing.

ENTRIES

12 ENTRY SYSTEM (PAPER ENTRIES & ONLINE)

Only riders who have taken out a licence will be included on the list. No riders name should be added by Club Officials unless that person has already applied for an AMCA Licence, if this is the case then the riders name must be printed as well as signed with a note of "LAF" (Licence Applied For) next to their name. Riders who enter events without having applied for a valid AMCA licence (at the close) – will have their Entry fees refunded less £3.00 admin fee. Fees will be refunded via Club Secretaries together with explanation letter. Clubs will receive a list for each event, this should be returned to the AMCA Office together with payment to cover the number of riders who have entered by the closing date which will be stated on the sheets.

Clubs can authorise riders to enter events online.

13 TRANSFERRED ENTRY (ENTERED EVENT CANCELLED)

If an event is cancelled after the Office has closed on the Friday before the event, then the rider can try and obtain an entry in any AMCA motocross event.

Riders should first book in with the club by telephone, then take along their original entry acceptance correspondence (Text or Email) to the event where they are trying to obtain an entry, checks can be carried out on the transponder system, the rider can then sign the transferred entry sheet to ride for no additional cost.

If an event is cancelled before 5:00pm on the Friday before the event the Office will email/text and publish on the website further instructions.

14 ADVANCE TELEPHONE ENTRIES

Telephone entries can be made by your club (if this is allowed) or individually, there is a £4 surcharge for this service.. (Monday 5.00pm 6 days prior to the event date).

15 ADVANCE WEB ENTRIES

Rider web entries can be made up until Monday at 5:00pm (6 days prior to the Event), for those clubs who allow their riders to enter online.

17 ACCEPTANCE OF ENTRIES (TEXT AND EMAIL CONFIRMATION)

Solo riders accepted for an event will be entitled to admittance to that event for 2 people, Sidecars will be entitled to 3. The entry notifications will include details of the venue, times of PRI and also the contact number of the organising club Secretary. Any group who wishes to allow the riders admittance only must inform the Office before the 1st March.

18 DOUBLE ENTRIES

Inter Junior riders are not allowed to double enter into any other Junior classes. Juniors – if classes are specified as age related i.e. Under 18's or Over 18's double entries from and into either class is not allowed.

Senior and Expert riders are eligible for a double entry. Seniors and Experts cannot be mixed, except in the case of already being combined in the race programme.

Acceptance of double entries to determine which races the double entries will compete in is at the discretion of the organizing club/group.

Double entries are only accepted if room allows on the day, riders will pay an extra £10.00 to ride.

19 LATE ENTRIES (THROUGH THE OFFICE)

After the closing date for Advance Entries (Monday 5:00pm), riders can enter online and through the Office.

20 LATE ENTRIES (ON THE DAY)

Any rider whose name does not appear in the programme and who does not have an authorisation card issued by the AMCA Office must pay the late entry fee. If it can be proved that the rider's entry had been missed off the programme after the event, then a full refund will be paid back to the rider.

Co-ordinators should ensure that all the late entry cards and fees are sent to the AMCA Office within seven days of the event, so that any queries may be dealt with quickly.

Note: A list of late entries should be displayed in the race control along with the results for the benefit of spectators.

- a) The late entry is made before the time of practice as shown in the Official programme.
- b) The correct form or sheet is used which the Secretary of the Meeting will issue.
- c) The correct fee.
- d) The applicant shows the Official his/her current AMCA Competition Licence. Co-ordinators must ensure licences are shown before late entries can be accepted.
- e) Under 18's must either bring their parent or guardian with them to sign the late entry form or bring a letter granting permission for the applicant to ride at the event.
- f) Any applicant who has written authorisation from the AMCA Office to be allowed an entry at a specific event.

ON NO ACCOUNT MUST ANYONE BE ALLOWED A LATE ENTRY WHO DOES

NOT COMPLY WITH THE ABOVE CONDITIONS.
A LATE ENTRY IS NOT AN AUTOMATIC RIGHT, CLUBS MAY REFUSE TO ALLOW THEM OR RESTRICT THEM TO CERTAIN CLASSES.

22 CANCELLED ENTRIES

Any rider who wishes to cancel on medical grounds will have £1.00 deducted for administration. Medical evidence MUST be provided, unless the rider is under 16. Requests for refunds must be made in writing within 7 days of the date of the event. The refund will not be issued until the office is in receipt of the signing on sheets from the appropriate meeting.

23 ENTRY REFUNDS

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

ENTRY FEES

24 ENTRY FEES

(For events held between 1st February and the Last Sunday before Remembrance)

Entry Type	Deadline	Entry Fee
Advance (inc Champ)	5:00pm Monday Prior	£30.00
Telephone Entry	5:00pm Monday Prior	£34.00
Late Entry (Through Office)	12:00noon Friday Prior	£40.00
Late Entry (On day)	-	£45.00
ODL Rider (Through Office)	12:00noon Friday Prior	£55.00
ODL Pass (Through Office)	12:00noon Friday Prior	£22.00
ODL Crew (Through Office)	12:00noon Friday Prior	£62.00
ODL Rider (On day)	-	£65.00
ODL Pass (On day)	-	£32.00
ODL Crew (On day)	-	£72.00
Double Entry	-	£10.00

25 AMCA SOLO CHAMPIONSHIP

All MX1/MX2/2-Stroke/Vets Championship riders must pay an £99 Registration Fee.

The entry fee will be payable either on the Entry Sheets or by online entry. An AMCA share is retained for services provided (timing at MX1/MX2 etc) and to cover insurance and admin. At MX1/MX2 Championships Clubs will be allowed to take Support class riders up to a maximum of 3 classes, 2 races, with a possible third race time permitting.

26 RETURNS TO CLUBS – PEAK EVENTS 1ST FEB – SUNDAY BEFORE REMEMBRANCE SUNDAY

Standard Motocross Events

Riders	Return
60-150	£3250
151+	£15 per rider
Sidecars	£15 per outfit

£3250 Guaranteed entry income to clubs will be paid per event, provided a minimum of 60 riders are entered by the advance entry closing date (Monday 17:00).

Any entries taken by the club on the day will be invoiced to the club at the full cost.

Championship (MX1/MX2/Vets/2 Strokes/Superclass/Youth) Motocross Events

Riders	Return
Championship	£30 per rider
Support Riders	£15 per rider

Any entries taken by the club on the day will be invoiced to the club at the full cost.

Clubs who run extra events (to their committed number of events) will receive an extra £1 per Entry on top of the normal returns, providing they are run between the period above. The higher return would not apply to clubs who were catching up with events not run in the previous year.

27 RETURNS TO CLUBS – OFF PEAK EVENTS

An Off Peak event will be classified as below;

- Any event that takes place between Remembrance Sunday until 31st January inclusive

- An event that does not have 60 riders entered by the closing date will be classified as an Off Peak Event
- 2 Day Events
If a club runs a 2 day event Saturday/Sunday or Sunday/Bank Holiday Monday then the lesser day (usually either the Saturday or Bank Holiday Monday) will be classified as an Off Peak event.
- An event that takes place when usually there is no events held, Monday – Saturday (Excluding Bank Holidays)

An Off Peak Event will not count towards a clubs quota of event ran, unless it is a Bank Holiday Monday.

Fees/Returns to clubs

Clubs will be charged at the following rate per rider, Licences Holder - £3, One Day Licences - £13

28 FINE FOR EVENT CANCELLATION

If a club cancels an event without a valid reason and has an entry of 60 or over at the closing date, then a fine shall be imposed on the Organising club of £4 per rider.

29 BENEVOLENT FUND

This fund is to help past and present Club members and their dependants who, through no fault of their own, face financial difficulties and need help in coping with them. The grants they receive help them considerably, but it must be made very clear that the FUND IS NOT AN ADDITIONAL FORM OF INSURANCE.

Any claims to this fund should be in writing to the Office. Any payments made are strictly confidential.

30 DEVELOPMENT FUND

A contribution may be made from all Motocross entries.

31 RETURN ENTRY FEES FOR CANCELLED EVENTS

- a) For an event which is cancelled before the day of the event, the riders will receive their entry back with the AMCA retaining £1 to cover administration costs.
- b) An event that is cancelled on the day but before the riders practice, returns to the riders are as follows;

Entry Type	Rider
Through Office	£24.00
On Day	£34.00

- c) An event cancelled during or after the riders practice but before racing is as follows;

Entry Type	Rider
Through Office	£16.00
On Day	£22.00

- d) An event cancelled during racing after the rider has had 1 race.

Entry Type	Rider
Through Office	£8.00
On Day	£10.00

- e) Riders who have 2 races are not entitled to a refund
 f) Clubs have one week to notify the AMCA Office for the reason of cancellation of the event, fees will not be refunded until then

PREPARATION

32 MACHINES

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

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

Machines must be equipped with a multi-speed gearbox, clutch and front brake levers must be of the ball end type. Primary chains must be fully enclosed.

Throttles must be shut off, so that the machine stops when the throttle is released. All machines must be fitted with an effective kill button.

Any lights, registration plates and prop stands must be removed unless an integral part of the frame.

33 MACHINE CAPACITIES

MX2 Class Up to 145cc 2-Stroke and 250cc 4-Stroke.

MX1 Class Over 146cc 2 Stroke and 251cc 4-Stroke.

Other classes may be added to an event;

Vets

Over 40, clubs may lower the age limit to suit

Twinshock

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

Evo

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

34 CHANGE OF CAPACITY

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

35 COLOURS OF NUMBER PLATES

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

36 JUNIOR RIDERS

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

37 RACING NUMBERS

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

the machine (sitting or standing). Numbers only, additional stickers are NOT allowed on number plates.

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

38 TYRES

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

39 WHEELS

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

40 SIDECARS

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

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

41 FIRE EXTINGUISHERS

Each rider's vehicle parked in the paddock area must be fitted with fire extinguishers, which should be carried in that vehicle. The minimum size of fire extinguisher to be used is 2 Kg ABC (ABC Powder Extinguishers are suitable for use on Class A involving wood, paper, textiles, etc., Class B fires involving liquids such as oil, petrol, paint, etc., and Class C fires involving gases and live electrical equipment) AFF Foam Fire Extinguishers are allowed.

42 LITTER BAG

Every rider is required to take a litter bag or rubbish bin to every event. Riders are

responsible for any litter around their vehicle and each rider must take the litter bag or bin, and the litter, away from the event and NOT leave it for the organising Club to dispose of.

43 ENVIRONMENTAL MATS

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

44 PETROL CONTAINERS - LEGAL REQUIREMENT

Approved cans should be:-

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

45 GAS

Any vehicle which carries a Pressurised gas bottle must display a warning sticker (legal requirement). Do not store petrol near gas refrigerator vents.

CLOTHING/EQUIPMENT

46 HELMETS

Helmets must conform to the British Standard Institution BS6658-A, BS6658-B. or UN ECE Regulation 22 ECE22-05. Snell Memorial Foundation Snell M95 or M2000 (individual approval only). These are the only standards that are acceptable. Non fibre glass helmets must NOT have racing stickers on, and riders must not paint or deface non fibre glass helmets with stickers or adhesive labels or tape. No additional holes to be drilled other than those provided in the manufacture of the helmet i.e. for face masks etc.

Helmets with detachable fins are allowed. BS6658 type A.

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

47 CLOTHING

- a) SHIRTS – Motocross jerseys must provide protection to the body and arms. Long sleeves must be worn down at all times.

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

48 FOOTWEAR

Purpose made boots should be worn.

49 TRANSPONDER

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

RACE DAY

50 SIGNING ON

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

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

Wristbands will be issued by the AMCA to Clubs.

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

51 PRE RACE INSPECTION (PRI)

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

Each machine to be marked with a clear identity mark, after it has been checked and the riders have "signed on", but only if the rider is happy to do so.

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

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

52 CHANGE OF MACHINERY DURING RACING

Riders are not allowed to change machines during a race. They may, however, change for the following races, providing the machine is of the correct capacity. If a rider borrows a machine, he/she must also use a bib with the same number as the machine being ridden. In the event of a race being stopped, riders are allowed to change their machine to continue in the race re-run. (All conditions on number changes apply). Lap scorers must be informed of the changes.

If the same number is already in the race, then the racing numbers must be changed. Any numbers on shirts or clothing must be the same as on the machine being ridden.

53 PRACTICE SIGHTING LAP

The first lap of practice shall be a sighting lap with no unreasonable overtaking. Riders should note that Practice is not racing, riders will be allowed out on a filtering system.

54 RACING TIMES

All races to be a MINIMUM of ten minutes plus 1 lap. Only if time allows should Seniors, Experts and Sidecars be extended beyond the 10 minutes.

55 RIDING IN THE PADDOCK (PUBLIC AREA) IS NOT ALLOWED

The penalty will be a two week ban during which time the rider must marshal. (Unless the rider is under 16 years of age, then other duties will be allocated). Riders who push their machine with the engine running will be penalised for one week.

If the offender wishes, he/she may ask for a personal hearing. Note - Penalties can be extended.

No riding will be allowed off the track unless in specially roped off runs from the track. Engines will be stopped when pushing machines and there should be a roped off alley for riders to the highest point in the paddock. Riding in this alley should be at walking pace only.

THE RIDING OF MOTORCYCLES BY CHILDREN IS NOT ALLOWED, EITHER IN THE PADDOCK OR THE PUBLIC ENCLOSURE AREAS. THIS INCLUDES MOTORISED SCOOTERS.

56 SIGNALLING

A specified signalling area will be provided and signalling will only be allowed in this area. Any rider receiving signals from elsewhere around a track may be withdrawn or have his/her points deducted. At no time should anyone be on the track signalling to a rider.

57 RIDERS FIT TO COMPETE

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

58 AWARDS ON THE DAY

The first three riders overall in each class must be presented with an award, at the end of the event. Minimum type of award should be a certificate or rosette. Prize money can be given, but riders should be allowed to change this for trophies etc. If preferred. One Day Licence holders do qualify for awards.

59 POINTS SCORING SYSTEM TO DECIDE OVERALL POSITIONS

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

60 PROTESTS & COURSE CUTTING

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

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

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

CHAMPIONSHIPS

61 CHAMPIONSHIP TITLES

MX2, MX1, Superclass, Vets, 2-Stroke, Sidecar, Womens and Youth 85/150

No other names can be connected with the titles without written permission of AMCA.

62 CHAMPIONSHIP CLASSES (MXC DEC 16)

MX2 Class	Up to 145cc 2-Stroke and 250cc 4-Stroke.
MX1 Class	Over 146cc 2 Stroke and 251cc 4-Stroke.
Superclass	Unlimited
Sidecars	Unlimited
Vets	Unlimited
2 Stroke	Unlimited

RIDERS CANNOT CHANGE CHAMPIONSHIP CLASS DURING THE SEASON

MX1/MX2/2 Stroke/Vets riders cannot compete in more than one Championship (e.g. 2 Stroke and MX2).

63 ELIGIBILITY TO COMPETE IN MX1/MX2 CHAMPIONSHIPS

54 riders per class MX1/MX2/Vets/2 Stroke are classed as Championship riders. Timed practice will be held to determine the 36 Championship riders on the day with the remaining 18 per class going into the non-qualifiers race.

Starting positions for all three races will be from timed practice.

For eligibility for the 2017 Championship season and onwards, riders must compete (in at least Practice) in 5 “group level” events the previous season, Superclass and IMBA events DO NOT COUNT.

64 SUPERCLASS

Riders from the previous seasons MX1/MX2 Championships will be eligible to compete in the Superclass, as well as the top 10 in 2-Strokes and Vets. Riders in this class may ride any capacity machine it is an unlimited c.c. class.

65 CHAMPIONSHIP QUALIFIERS (MXC OCT 16)

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

MX1/MX2

The top 30 from the previous seasons Championship are Automatics so do not need to qualify.

Qualifiers, the format will depend on the amount of riders paying the registration fee.

2-Stroke/Vets

The top 20 from the previous seasons Championship are Automatics so do not need to qualify

Qualifiers, the format will depend on the amount of riders paying the registration fee.

Method

The method of qualification will be calculated as a percentage of riders who ride the qualifiers.

For example;

Area 1

21 riders ride the Qualifier

Area 2

11 riders ride the Qualifier

Total of 32 riders have ridden.

If there are 20 spaces available to qualify for then a percentage of riders are taken;

Area 1

$21/32 * 100 = 66\%$

Area 2

$11/32 * 100 = 34\%$

So the amount of riders Qualifying from each area would be;

Area 1

$20 * 66\% = 13$

Area 2

$20 * 34\% = 7$

66 CHANGES OF MACHINES

Any rider who finishes in the top 30 of a Championship and then wishes to change class for the following season must write and apply, the rider will only be included if there is room (i.e. another rider drops out of the top 30 - preference will be given to riders who finish highest in a class). This is not an automatic right and riders should compete in the Area Qualifiers if there is any doubt about being included.

67 NON STARTERS IN CHAMPIONSHIPS OR QUALIFIERS

Any Championship rider who fails to compete in a round of the Championship (except through illness or injury) shall forfeit their place in all the following Championship meetings and will not be eligible to compete in an AMCA Championship in the following year, the rider can however compete in AMCA club events on the day of a Championship.

68 NON STARTERS IN CHAMPIONSHIP DUE TO ILLNESS OR INJURY

Any Championship rider from each group who has been selected to attend an AMCA Championship meeting and is unable to do so due to illness or injury must inform the AMCA Office. Riders who inform the AMCA Office will regain their place when fit again. Riders who do not notify the AMCA Office will forfeit their place to ride in any other rounds that year. Riders who lose their place should provide evidence to appeal through the AMCA Office.

Riders will be allowed to decline the invitation to compete at the start of the Championship, (before any rounds have been run).

69 RESERVES IN CHAMPIONSHIPS

Championship Entry Procedure for Reserves

Reserves – Riders who do not qualify to be in the 54 Championship Riders will be known as reserves, these riders will be allocated a position to determine the order of acceptance into a Championship Event.

If any of the 54 Qualified Riders fail to enter, then the reserves will be entered into the event starting at rider 55 and moving down the list until the class is full (54 riders entered)

Once a reserve rider has entered for a Championship, as long as there is space for him/her to enter at the following rounds they will be considered a Championship rider, this means that the rider will not be able to compete at any other AMCA event on the day of a Championship if there is room for him/her to ride in the Championship.

70 REPÉCHAGES

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

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

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

71 LENGTH OF CHAMPIONSHIP RACES (INCLUDING QUALIFYING ROUNDS)

All Solo and Sidecar Championship races will run for 18 minutes plus 1 lap. Any race that is stopped and 2/3 / 66% of the race has NOT been completed, the race shall be re-run if convenient to the organising Club. The Qualifying Rounds may be reduced to 15 minutes if there is not a full line up.

72 PRACTICE (MXC DEC 16)

On the day of a Championship round, riders must have a practice session of at least 15 minutes.

MX1/MX2/Vets/2 Stroke – Timed Qualifying – No riders should be stationary/waiting on the track during the session

The 54 Championship riders (MX1/MX2) will have a timed qualification session, the first 4 minutes of this session is free timing (times do not count for qualifying), a 12 minute timed period will follow to determine the qualifying positions for rest of the day. The top 36 qualify for the Championship Race on the day, the remaining go into the non-qualifiers race, riders 37 to 54 will be eligible to go into a Championship Race if one of the 36 qualified riders fails to turn up, order of riders going in will be determined by their qualifying position. The position that a rider has qualified will determine their pick of the gate for the rest of the day.

73 POINTS SCORING SYSTEM

At all Championship events and Area Qualifying events, points will be awarded down to 36th place, with 60 points to the winner.

Pos	Points	Pos	Points	Pos	Points	Pos	Points	Pos	Points
1	60	9	37	17	24	25	16	33	8
2	54	10	35	18	23	26	15	34	7
3	50	11	33	19	22	27	14	35	6
4	47	12	31	20	21	28	13	36	5
5	45	13	29	21	20	29	12	NQ(1)	4
6	43	14	27	22	19	30	11	NQ(2)	3
7	41	15	26	23	18	31	10	NQ(3)	2
8	39	16	25	24	17	32	9	NQ(4)	1

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

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

At the AMCA MX1/MX2/Vets/2 Stroke Championship the non-qualifiers will also be eligible for points in their respective class. The first four MX1 and MX2 machines in the non-qualifiers race will score Championship points as above.

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

74 NUMBER OF CHAMPIONSHIP ROUNDS

All races are to count and a minimum of 6 rounds (excluding Superclass) with 3 races per class. No more than 3 races to count to be held on any one day, unless sanctioned in advance.

A Championship will be valid if at least 50% of the races scheduled have been held and completed.

75 TIES

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

76 MECHANICS WORK AREA

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

77 2-STROKE/VETS (MXC DEC 16)

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

Current or AMCA Championship riders or other organisations MX2 or MX1

Championship riders are NOT allowed to compete in the Vets series.

2 Stroke – A MX2 class will be included if there is sufficient demand.

78 SIDECAR CHAMPIONSHIPS

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

79 SIDECAR PASSENGERS

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

QUALIFYING EVENTS ALL CLASSES INCLUDING SIDECARS

80 PRACTICE

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

81 RACING

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

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

82 POINT SCORING SYSTEM AND TIES

As per the Championship Rule.

TEAM RACES - FINALS

83 QUALIFYING EVENTS

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

84 INTER GROUP - QUALIFICATION

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

85 INTER CLUB - QUALIFICATION

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

86 POINT SCORING SYSTEM

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

87 TEAMS

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

INTERNATIONAL CHAMPIONSHIPS

RUN UNDER IMBA RULES AND REGULATIONS

Selection of Riders for International Championship Events

AMCA Shirts - will be provided, these shirts must be returned to the AMCA Team Manager after use.

a) Team selection

MX1 & MX2 - 1st - 5 riders from previous year have preference, after 3rd IMBA round, selection will be on current form.

If a direct switch in IMBA classes can be arranged, not automatic, only applies to top 6 places.

Sidecars - Team to be selected on positions of previous years AMCA Championship, after 3 rounds based on current form.

Passengers - Sidecars will only be selected providing the driver has the same passenger from the previous season or a suitably qualified deputy.

- b) If a rider is injured and cannot compete he/she will be replaced only whilst he/she is injured. Once a rider is fit again, he/she regains his/her place.
- c) Any rider selected for an International (Minimum age is 16) may opt out of competing in the IMBA Championships providing they give 6 weeks notice before the first round. Riders who drop out of Internationals may not be able to compete in AMCA events on the same day as the Internationals are held. The rider may also be liable to a fine as the Association will be fined if a full team of riders are not present at all Championship Internationals.
- d) All riders competing abroad must have been registered with the AMCA for at least 6 months. All riders and passengers selected to ride should be good ambassadors for the AMCA and the sport generally and will be held responsible for anyone who travels with them to International events.
- e) For IMBA Championship events abroad, the AMCA will contribute towards the travelling costs of the riders. (Top 4 solos only). Additional team riders may ride but will not receive any expenses.
- f) Note - Colours of number plates to be Yellow Plates with Black Numbers. All riders must carry an AMCA Licence at each event.
- g) Any rider wishing to compete in any IMBA events (non Championship) must apply in writing to the AMCA Office 28 days prior to the date of the event so the necessary permission can be obtained.

AMCA - IMBA INTERNATIONALS

Notes on the Organisation of the International Moto Cross Championship events run by AMCA Clubs

Since the AMCA joined the IMBA (International Motor Bike Association) in 1966 the Championship rounds held in GB have been organised by AMCA Clubs with support from the AMCA.

3 methods of the financial arrangements open to clubs are as follows:

- 1) The organising club pays all the expenses including the prize money and retains all the income for the event.
- 2) A joint arrangement between the Organising club and the AMCA. The AMCA will underwrite any loss the event makes providing all the expenses have been agreed 14 days prior to the event in writing. Both parties will then share any profit 50/50. All income including any Sponsorship payments, catering commission and raffle profits will all be included. Normal entry fee returns will be included.
- 3) As above (B), but the prize money will not be included and will be paid separately by the AMCA. (All riders receive part of the prize money and totals around £2000 per meeting).

Notes to the above arrangements.

- 1) Admission charges and riders entry fees to be agreed in advance, entry fees
- 2) AMCA will provide Crowd Barriers for the main spectator areas FOC. Extra Public Address equipment and the National Anthems FOC.
- 3) Drinking water is essential and Flush Toilets with regular servicing. can be increased. International riders do not pay an entry fee.