

AMP/GFI Racing, LLC

RULES AND REGULATIONS

Not for Amateur Nationals

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Summary

These rules and regulations shall be used for all AMP/GFI events. From time to time circumstances and conditions will require modifications of some rules. Such modifications are at the sole discretion of **AMP/GFI Racing, LLC** race officials. It is the rider or guardian's responsibility to know his limitations and to ride within those limitations. Never should a rider be allowed to compete when the rider is not 100% both mentally and physically.

General Rules

Under all circumstances a rider must compete in the highest classification he has ever achieved with any recognized organization.

Riders must compete with proper numbers on front number plates as well as both side plates. Any rider, who does not comply, is not eligible for points, trophies or prize money, **unless** arrangements were made with the head score keeper prior to the start of the event. If transponders are being used at the events it's the rider's responsibility to make sure the transponder is charged and mounted properly on the bike.

- No substitute riders allowed for any reason.
- No refunds or rain checks are given after practice.
- Five entrants fully entered constitute a class.
- A rider may ride a different bike in every moto as long as it is a qualified bike for that class
- A rider can only ride one bike per moto cannot switch bikes after the start of at moto.

GFI Competition licenses are valid from January 1st thru December 31st of each year.

All flag signals must be obeyed immediately by all involved or concerned riders. A rider who disregards any flag signal may be excluded from the meet, incur position penalty, or suspension for an indefinite period of time by the Steward of the meet.

Yellow Flag is the riders responsibility to slow down and make sure that they do not hit the down rider or and safety crew that is on the track at the time of the incident. The rider must reduce speed and hold position.

GREEN waved.....	START
GREEN displayed.....	ALL CLEAR
YELLOW displayed.....	CAUTION, REDUCE SPEED, HOLD POSITION
RED displayed or waved.....	STOP ALL RIDERS
BLACK waved at one rider.....	RIDER STOP AT FINISH LINE
BLACK/WHITE CHECKERED.....	END OF RACE
BLUE.....	YOU ARE BEING LAPPED, LET RIDERS PASS

The method of starting will be at the discretion of the Steward and/or Starter, to be determined at the beginning of the event.

Anyone found consuming an excessive amount of alcohol, will be asked to leave the event. Any rider found consuming **ANY** alcohol or any drug will not be allowed to compete and will be asked to leave the event.

During any practice session, any race, or any time, it is expressly forbidden to ride or push any vehicle for any reason in the reverse direction of the course, unless so directed specifically by an authorized course official. A violation of this regulation can entail possible suspension.

Any machine found illegal, upon being protested, can lead to suspension of the entrant, his sponsor, and pit crew. All points accumulated upon suspension will be forfeited.

Any rider or member of a rider's pit crew found racing a machine in the pit area will be subject to immediate disqualification from the meet, for the rider possible suspension. A special area may be designated by the Steward of the course as a warm-up area.

No Pit Riding (Racers can go to from the race track to their camp area) anyone abusing this privilege can be subject to disqualification from the event

Rider caught jumping the start, or blocking off a starting gate or line will be subject to position penalty. If further violations occur, disqualification for the rest of the meet will be assessed by the starter or clerk of the course

Rider or riders participating on the course without first being entered for the meet will be subject to disqualification and/or suspension.

Rider or riders entering the course at any point other than the starting area for or during a race or practice session, is subject to disqualification from the day's events.

For safety reasons, there are no practice starts allowed at the start line or going down the Start backwards.

The **AMP/GFI Racing, LLC** Steward shall remove immediately any rider who, in his or her opinion, is guilty of any foul, unfair or dangerous riding. This will be the sole decision of the Steward.

All outside assistance, except that of the course official is forbidden during a race, except during a 50cc peewee race.

All riders are responsible for the conduct of their parents and pit crew. Suspension can be levied against any rider or pit crew members showing bad conduct on or off the course at any time.

No Parents, family, Pit crew, friends or Spectators are allowed on the infield of the course at any time during practice or races, except the parents or guardian of a 50cc rider. All others must stay in the spectator area.

The competition committee of **AMP/GFI Racing, LLC** is empowered to settle finally, any appeal or dispute arising at this event, and a decision by this committee shall be final and binding on all parties

Protest must be filed within 15 minutes of the posting of results of the class in question, and must be in writing. Protest fee shall be \$250.00 per item. If the protest is found valid, the fee shall be returned, if found invalid, the fee is forfeited to the body that sanction has been issued. If parts are involved an amount will be declared by the Steward of the event. No fees will be given to a protested entrant, labor or parts, who are found to be competing on an illegal machine. \$100 of the \$250 will go to the steward of the event. (To pay for the protest).

Written protest and fee must be presented to the clerk of the course. In the event of a questionable protest where rules and regulations are not specific, a ruling will be made by the steward of the event.

There will be no protest allowed against the decision of the Steward of the event.

Protests may only be made by a rider or entrant of a machine in the same class as the protested machine or rider.

Persons camping at race meets must conform to all regulations set up by **AMP/GFI Racing, LLC** or raceway personnel and must have permission to do so.

If mail entries are requested, they must be received by the **AMP/GFI Racing, LLC** printed or online deadline.

No transfer of entries is to be made, unless **AMP/GFI Racing, LLC** is notified and approves. There will be **NO REFUNDS**.

In order to be properly entered, a participant must complete and sign an official entry form at sign-up. All entries must register before entering the track area.

The promoters or stewards of any **AMP/GFI Racing, LLC** event may refuse the entry of any rider or entrant.

If a race or event is stopped because of an apparently injured rider, said rider shall not be allowed to re-enter that particular race or event unless allowed by the starter, referee or official. He may, however, enter other heats or events for which he is qualified.

All motocross classes will ride at least two motos if time and condition permit. If any changes

are necessary it will be announced over the P.A as soon as possible.

If a rider(s) do not start an event they will receive no score for that event. (DNS)

Only two minutes shall be allowed for a machine and rider to make the starting line at a closed course event after a call from the referee or pit steward. After this lapse of time, if not ready, the rider and machine are out of that moto only.

Motos may be shortened at the discretion of the referee for safety and or daylight time. When the motos must be shortened for any reasons, the announcer will announce it over the P.A system to inform the riders.

There must be three (3) number plates on each machine, one in front and one on each side. Helmet and jersey numbers are also recommended. Plates and numbers must be as large as possible to make them clear and visible. If the numbers are not easily readable the vehicle will not be scored. Plates and numbers must be of contrasting colors to make them clearly visible from a distance. All number plates must have any sharp or protruding edges removed.

If it is determined that the required three number plates are not readable, the machine will not be allowed to compete or in the case of an event that has already started, if the numbers become unreadable the machine will not be scored. It is the rider's place to keep the numbers legible at all times.

If the event is using Transponders it's the rider's responsibility to have them fully charged, and mounted on the bike properly before practice and races. The rider is responsible for his own transponder. Rider still must have numbers on all 3 number plates even with transponders being used.

You must have permission for the track official or steward of the event to have any type of open or outside fire.

Pit area must be kept clean, and all trash must be removed from the area.

NO PIT RIDING AT ANY TIME.

Golf Carts will be allowed, but it will be the **parent's responsibility** to ensure that no minors under the age of 16 will be allowed to use them during the event. If a minor is caught, we will confiscate the golf cart until the event is complete or send you home. Golf Carts must be parked before dark till 6:30am. All carts must have a seat for driver and all passengers. (No Seat No Ride) This is for safety. Only staff vehicles will be allowed after dark for safety patrolling purposes. No Alcohol or drinking and driving on a golf carts are allowed.

Scoring System

The Olympic scoring system will be used in scoring Motocross events.

1st place =1 point, 2nd place=2 points 3rd place 3 points and so on. The rider with the lowest total after all the events are added together will be the winner. In case of a tie the rider with the best last moto finish will be the winner.

In the case of a Series a point system will be used to determine the overall series winner. Points will be awarded as followed:

1 st place	25 points		9 th place	12 points
2 nd place	22 points		10 th place	11 points
3 rd place	20 points		11 th place	10 points
4 th place	18 points		12 th place	9 points
5 th place	16 points		13 th place	8 points
6 th place	15 points		14 th place	7 points
7 th place	14 points		15 th place	6 points
8 th place	13 points		16 th and below	5 points

In classes with multiple divisions the first division will get full points as shown in the table above. All other divisions will receive points as follows:

1 st place	15 points		5 th place	8 points
2 nd place	12 points		6 th place	7 points
3 rd place	10 points		7 th place	6 points
4 th place	9 points		8 th and below	5 points

At the end of the series the rider with the most points in their class will be the winner. In case of a tie the rider with the best overall finish at the final event will be the winner.

For riders who participate in classes with age groups. The rider must be at the correct age before the start of the series. For National events the age is as of Jan 1st.

If a rider(s) starts the moto but does not complete half the laps of the event, they will be scored as last place plus two (2) positions. If a rider(s) does not start the moto, they will be scored as last place plus three (3) positions.

Grading of Riders

The promoter or steward of any AMP/GFI sanctioned event shall have the authority to require an individual rider to participate in a class that, in their opinion, is equal to the rider's ability. This requirement shall be enforced at all future events. A rider may be moved up or down in any class by the steward or promoter of any AMP/GFI event, determined by the point system or by rider's ability or by lap times.

Points accumulated requiring a move up are as follows:

12 points from Beginner to Novice

18 points from Novice to Intermediate

32 points from Intermediate to Expert or Pro

Once the rider is moved up he will start with 0 points.

A system of points, which may vary each season as the competition committee deems, will use to advance riders from one class to another.

The rider may be moved up to the next higher class by points, rider ability or by lap times.

Points are awarded as follows:

1st Place.....3 points

2nd place.....2 points

3rd place.....1 point

4th place down0 points

10 or less rider in a class will receive half points

Night races or arena type tracks could be exempt due to the size of the race course.

Rider can be transferred prior and up to half way point of a series. Riders would be transferred with all their earned points to the next higher class, while not exceeding the points in that class that will be determined by the points you have earned.

In case of a special event or special series different rules and points may apply. It will be posted or announced to the riders over the P.A.

Motorcycle Regulations and Modifications

All fuel must be pump gas of 115 octane or less. Pump gas is defined as gas available from a commercial source and accessible to the general public. In the event of a protest, the name and grade of fuel must be given to the clerk of the course. If testing is necessary the protesting party will be responsible for providing the needed tests.

No Additions to the fuel, with the exception of lubricants, is forbidden

All side stands or stands of any type must be removed from any vehicle before it is on the race course.

All controls must be in good condition and operating efficiently. Cables must be in good order and adjusted.

Footrests must be positioned so as to give easy access to any control lever. Footrests must be

the folding type.

No paddle or spiked tires are allowed.

To be eligible for stock classes, the following cannot be changed or modified:

- Engine
- Electronics
- Frame
- Carburetor
- Air box
- Swing arm
- Forks & shock body
- Triple clamps
- Rim size
- Exhaust system

Cylinder must retain the original manufacturer's bore. Changes to the carburetor jetting are allowed. Material may be added to existing frame for strength. Parts that may be replaced or added include: fuel filters, gas line, handlebars, cross bar pads, non-metal open ended hand guards, serrated foot pegs, lower fork leg protectors, spokes and nipples, decals, spark plugs, spark plug caps, sprockets, handlebar mounts. Clutch and brake lever assemblies must be replaced with OEM parts or aftermarket parts of the same basic design and material. (No break away levers in the stock class) Pistons and rings may be accessory items as long as they maintain the stock specifications of the OEM parts they replace. Counter shaft sprocket covers may be removed. You may change the air cleaner but must have stock air box. No drilling or putting extra holes in the air box. Any snap on or screw on water guards can be taken off the air box.

You may run an aftermarket seat cover of any kind.

Suspension springs may be altered; you can revalve and/or change springs but must have stock fork and shock body. Stock class motorcycles and minicycles may be inspected, and changes other than those mentioned above will result in disqualification from the stock class

Engines must be of the same basic design and materials of the approved model, and the manufacturer's crankcase, cylinder and cylinder head from the approved model must be used.

The use of kits or sleeving is allowed. Motorcycles must use the crank case of the production motorcycle motor. The use of kits, sleeving, stroking or boring to change displacement classes is allowed. The actual displacement of a stroked, kitted, bored or sleeved motor must be stamped on the side of the cylinder or engine case. The displacement of the motorcycle or minicycle may not exceed the class limit. All classes are considered modified classes unless stated stock.

Engines are allowed overbore for rebuilding purposes up to class limits plus .080 inches per cylinder for all motorcycles.

50cc Stock Specifications

50cc 4-6 Stock

Max wheelbase 36"

Max wheel size 10"

Max seat height 24"

No larger than 14mm round intake

50cc 7-8 Stock

Max wheelbase 41"

Max wheel size 12"

No larger than 19mm round intake

Age 4-8 (upon request, proof of age must be provided)

Stock machines must remain in showroom condition to qualify as stock, with the following exceptions: removal or modification of carburetor jets, handlebars, sprockets, tires, chain, tubes, hand levers (OEM style), foot pegs, grips and spark plugs. Padding may be removed from stock seat; however, at least one (1) inch of padding must remain, seat cover, springs may be altered, you can revalve and/or change springs but must have stock fork and shock body. Smaller wheels may be used to lower the machine to allow small riders to reach the ground. Larger wheels may not be used. NO OTHER MODIFICATIONS ARE ALLOWED.

50cc Modified Specifications

50cc 4-6 Mod 50cc 7-8 Mod 50cc 4-8 Open

Max engine displacement: 62cc

Age 4-8 (Upon request, proof of age must be provided)

65cc Specifications

Maximum wheel size 14"

Maximum wheelbase 45"

85cc Specifications

Rear wheel size: 16"

Wheelbase 51" or less

85cc classes no 150cc 4strokes, no big wheels allowed

85cc Big wheel can ride the open and Supermini classes.

150cc 4-stroke Ages 11-15 Max front 19" can ride the 150cc class and the Supermini class

Super Mini 80cc -112cc 2-stroke & 150cc 4-stroke (7 thru 15 yrs)
Maximum Rim size for Supermini Class
Front: 19"

Schoolboy Ages 12-15

Collegeboy Ages 16-24

125cc 2-stroke ONLY classes can use up to a 144cc 2-stroke bike

250cc class a 125cc to a 144cc two stroke can ride in the 250cc class

250cc 2-stroke cannot run in the 250F classes

450cc class No 125cc in the 450 class 250f may ride in the 450 class.

Plus 25, 30, 35, 40 classes can ride 125cc to a 450cc bike (no minis)

In some cases a rider can drop down a class from 65cc to 85cc class or an 85cc rider can drop one class when they move to big bikes. In the Plus class the rider can drop one class from the 30 plus classes to the 25 plus or support class. The plus 40 plus 35 plus classes can't drop any ability in the classes. If the rider is too advanced they will have to move back up to the highest class that they have ridden in. This call is up the steward or promoter of the event.

Protective Equipment

All clothing may be examined and approved with each rider's machine at technical inspection. Protective clothing as listed below must be worn at all times while practicing or during any race. Failure to observe these rules will lead to exclusion from the event. Safety is the number one concern in the inspection of racing clothing.

All riders must wear full coverage clothing of close fitting design made of material suited as to provide adequate protection to the rider.

Riders must wear helmets at all times during the course of the events. Helmets must meet current D.O.T. & Snell approval and be in good condition.

All riders must wear leather boots extending far enough up the leg so as no gap occurs between boots and the bottom of the pant leg when in any riding position. Boots must also offer adequate ankle support and shin protection.

Eye protection must be worn at all times and must be shatter/splinter proof material. If vision

becomes blocked or in any way impaired it is the rider's responsibility to correct the problem before starting or continuing any event. Gloves and shoulder pads are recommended for additional protection.

If any rider exits or goes off course for any reason during a race, the rider must enter back in the general location of the track when safe. Any cutting of course or missing obstacles or going inside of markers or hay bales on the track, Rider can be penalized positions in that moto by steward or referee. Even if the rider gets out of shape or out of control or a other rider pushes you off the course and you gain any Time or Positions you still may be penalized. You must enter the track back in the general area where you went off the course.