

MOTOCROSS RIDERS AND ELIGIBILITY

Special Note: Participants are solely responsible for their safety.

General

WARNING: Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use motor vehicles. Participants are solely responsible for the condition of their vehicles and their competence to operate them.

These rules do NOT apply to an AMA sanctioned event. Please refer to the AMA rulebook.

1. Youth classes: age as of January 1. Amateur and Vet classes are age as of event.
2. The minimum age for youth is 4 and amateur riders is 12. A rider must be 12 or older to ride a 125cc and a rider must be 14 or older to ride a 201cc to 250cc motorcycle. A rider must be 16 or older to ride a 251cc or above motorcycle.
3. Standard meets are open to all. Age and gender will be determined by the original birth certificate. A person whose gender identity does not match their original birth certificate should contact ACP for eligibility.
4. No rider under the legal age of majority in the state in which the meet takes place may compete without the written consent (signature on liability releases and entry forms) of their parents or legal guardians present at the meet. An authorized adult acting on behalf of the parents

or legal guardians must provide a notarized statement indicating they have been given the authority by the parent or legal guardian to be responsible for the minor during the meet. The parents, legal guardians or authorized adult must remain present while the rider is at the meet.

5. No race personnel, officials, riders, mechanics, photographers and anyone associated with riders may consume, or be under the influence of, intoxicants or drugs that could affect their normal mental or physical ability. Failure to comply with this requirement may result in disqualification of the rider and/or a fine. Besides affecting the safety of the meet, any such use is inconsistent with the concept of good sportsmanship and is harmful to the sport of motorcycling.

6. Riders and/or family and pit crew who use foul and abusive language to an official of the sponsoring club, organizer, or district official are subject to disqualification for the entire meet and additional penalties up to, and including, suspension by ACP

7. Each rider is responsible for the actions of their family and pit crew, and any detrimental action caused by these individuals puts that rider at risk of disqualification and additional penalties up to, and including, suspension by ACP.

8. All riders and other race personnel must assess the track, facilities, existing conditions and other matters relating to safety for themselves. All riders and race

personnel must rely on their own judgment and assume all risks of participating in competition.

9. All riders, motorcycles participating in any ACP meet must comply with this rule book.

10. The rider must be able to control their motorcycle 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 a rider who can't safely control their motorcycle.

11. The minimum age for competition is no younger than 4 years of age. The referee or designated race official may ask for any rider's proof of age. Proof of age must be available at all meets or the rider may be subject to disqualification. Acceptable proof of age is considered to be: birth certificate, driver's license, passport or state-issued ID card.

Motocross

1. Motocross is conducted on a closed course that includes left and right turns, hills, jumps and irregular terrain. If possible, a motocross course should be laid out over natural terrain, and high-speed sections should be avoided.

Riders and Classifications

1. A or Expert

The highest classification

2. B or intermediate

The classification preceding A

3. C or Novice

The classification preceding B

4. D or Beginner

The classification preceding C

A. Riders advance from one rider classification to the next higher classification based on their advancement points.

B. A rider may not return to a lower classification without ACP approval.

C. Riders are responsible for entering only classes in which they are eligible.

D. A rider who hasn't been previously classified by ACP will have their classification determined by the referee.

E. Women racers may drop down one classification when racing outside a designated Women's class.

F. D (beginners) may only compete for 12month in the beginner class unless otherwise advanced.

G. A rider may choose at any time to advance to a higher rider classification.

H. Participation in, or advancement to, a higher class in any ACP activity by any rider will result in permanent advancement to that higher class (in like activity).

I. Riders who participate in a higher-level classification at any track or organization will be considered as advanced to that classification.

J. At any meet, only A class riders (the highest rider classification) may compete for cash prizes. Any rider receiving a cash prize will be considered an A rider. Contingency isn't considered a cash prize.

K. Riders will receive advancement points for participation in all ACP motocross (or any similar activity) meets. Advancement points will be calculated to advance riders to the next classification. Advancement points are continued and cumulative for advancement.

Advancement points table

Nbr of	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Rides										
1	1									
2	1	0								
3	1	0	0							
4	1	0	0	0						
5	4	3	2	1	0					
6	4	3	2	1	0	0				
7	4	3	2	1	0	0	0			
8	4	3	2	1	0	0	0	0		
9	4	3	2	1	0	0	0	0	0	0
10	4	3	2	1	0	0	0	0	0	0
11	4	3	2	1	0	0	0	0	0	0
12	4	3	2	1	0	0	0	0	0	0
13	4	3	2	1	0	0	0	0	0	0
14	4	3	2	1	0	0	0	0	0	0
15	4	3	2	1	0	0	0	0	0	0
16	5	3	2	1	0	0	0	0	0	0

17	5	4	3	2	1	0	0	0	0	0
18	5	4	3	2	1	0	0	0	0	0
19	5	4	3	2	1	0	0	0	0	0
20	5	4	3	2	1	0	0	0	0	0
21	6	5	4	3	2	1	0	0	0	0
22	6	5	4	3	2	1	0	0	0	0
23	6	5	4	3	2	1	0	0	0	0
24	6	5	4	3	2	1	0	0	0	0
25	7	6	5	4	3	2	1	0	0	0
26	7	6	5	4	3	2	1	0	0	0
27	7	6	5	4	3	2	1	0	0	0
28	7	6	5	4	3	2	1	0	0	0
Nbr of	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
30	8	7	6	5	4	3	2	1	0	0
31	8	7	6	5	4	3	2	1	0	0
32	8	7	6	5	4	3	2	1	0	0
33	9	8	7	6	5	4	3	2	1	0
34	9	8	7	6	5	4	3	2	1	0
35	9	8	7	6	5	4	3	2	1	0
36	9	8	7	6	5	4	3	2	1	0
37	10	9	8	7	6	5	4	3	2	1
38	10	9	8	7	6	5	4	3	2	1
39	10	9	8	7	6	5	4	3	2	1
40	10	9	8	7	6	5	4	3	2	1

Youth Riders and Eligibility

1. To compete in a youth meet, a rider must be no younger than 4 and no older than 17 of the current year. The referee or clerk of course may ask to see any rider's

proof of age. Proof of age must be available at all meets or the rider is subject to disqualification.

2. Parents, legal guardians or authorized adults must remain present at all times during the participation of an ACP youth meet.

A. To authorize a minor to compete, parents, legal guardians or authorized adults must sign below the rider's signature on the entry form.

B. The notarized authorization signed by the rider's parents or legal guardians giving responsibility to authorized adults must be kept on file with the rider's release form.

1. The rider must be large enough and mature enough to control their motorcycle, 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 a rider who can't safely control their motorcycle.

2. A rider's age on Jan. 1 will determine their age for the remainder of the year. A rider may move to the next higher age class in the Youth Division only if they are eligible to do so at any time during the year. Once a rider moves to the next higher age class, they may not move back to the lower age class. Riders are encouraged to determine at the beginning of the points season/year the age class they will participate in for the points season/year. Points earned in a lower age class won't transfer to the higher age class.

A. No A class riders are permitted to compete in any Youth classes.

B. No youth rider shall ride as more than one age during any meet. (For example, a rider is either 11 years old or 12 years old during the meet).

C. A youth entrant may use the same motorcycle in both youth and amateur events on the same day as long as the machine meets the engine displacement of the class entered.

Entries

1. Contestants must sign all entry blanks in ink. An organizer may refuse the entry of a rider who hasn't made arrangements to pay medical bills or ambulance bills incurred as a result of injuries at a previous meet sanctioned by that organizer.

2. Entrants may be removed from a meet for breaking any rules of conduct.

3. No entrant will be eligible to enter more than four classes during a single-day meet. For meets that run more than one day, riders may enter up to six classes.

4. A youth or amateur entrant may use the same motorcycle in more than one class on the same day as long as the motorcycle and rider meet the requirements of the class.

5. Under penalty of disqualification, a rider may not use more than one motorcycle in any class unless otherwise stated and finish the race on the same motorcycle they start on.

6. More than one contestant may ride the same motorcycle, as long as the riders are entered in different classes (e.g., 250A and 250B).

7. A rider must actually start an event to be considered a participant.

8. Please review ALL class descriptions for all meets before entering any classes. You can find this information on WWW.Arizonacyclepark.com

MOTOCROSS EQUIPMENT

1. All motorcycles must be equipped with a functional mechanical kill device (such as a compression release) or ignition cut-off switch mounted on the handlebar and able to be reached without taking one's hand from a handgrip.

2. Motorcycles in motocross competition must be equipped with adequate, operating front and rear brakes.

3. All kickstands must be removed.

4. No lights, license plates, brackets, mirrors, glass or equipment posing a hazard to the rider or other competitors are allowed.

5. No paddle tires may be used.

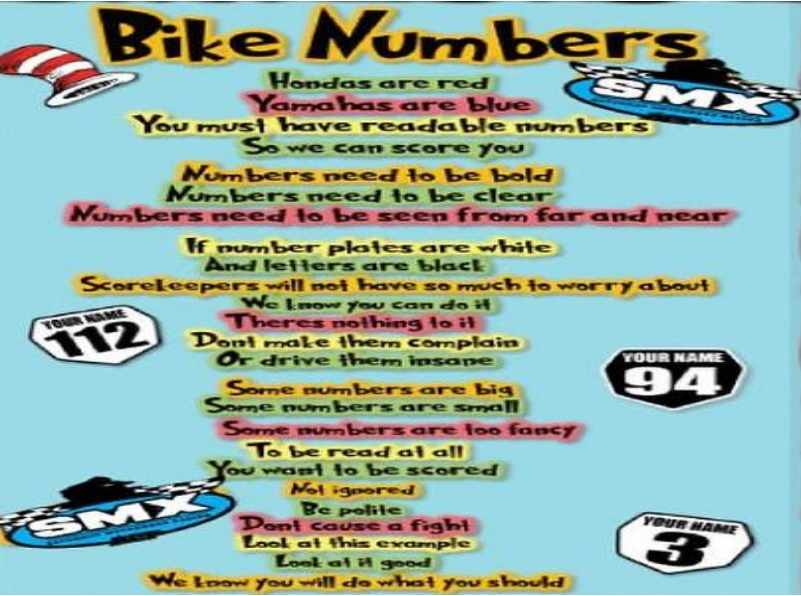
6. Use of electronic communication with the rider or use of a portable electronic device of any kind (i.e. digital music device) that would be considered a distraction while on the motorcycle during the meet is prohibited.

Three number plates are required and must be mounted securely and in a workmanlike manner. All number plates must be clearly visible.

Numbers must be at least 5-inch-high standard block letters. Numbers and letters must be clearly legible. Numbers must not be shaded or outlined and must have a professional appearance.

It is recommended that number plate colors be as follows: **A.** White with black numbers

- B.** Yellow with black numbers
- C.** Black with white numbers
- D.** Red with white numbers
- E.** Blue with white numbers
- F.** Orange with black numbers



Competition Apparel

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

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

3. It is highly recommended that chest and back protection be worn by all competitors.

4. It is recommended that riders use the available protective equipment (i.e. gloves, chest protector, neck brace and knee braces) to help protect against the possibility of injury

5. All riders must utilize shatterproof goggles.

6. Wearing Helmets: It is mandatory for all participants taking part in practice and competition to wear a full face protective helmet.

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

B. The helmet must have a chinstrap-type ‘retention system.

C. The helmet must be properly fit, in good condition, and properly fastened.

The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval

USA:	Snell M2015/M2020 or DOT FMVSS 218
Europe:	ECE 22-05/ 22-06 ‘P’
Japan:	JIS T 8133 : 2015
FIM	Any FIM SFI approved certifications



All helmets must be intact, and no alteration must have been made to their construction. The rider may perform the following checks before taking part in practice or the race: That the helmet fits well on the rider’s head, that it is not possible to slip the retention system over the chin when fully fastened and, that it is not possible to pull the helmet over the rider’s head by pulling it from the back of the helmet.

It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device and that all competitors display the following information on the base of the helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card and add any pertinent information such as epilepsy, diabetes, current medications and past medical problems.

General Rules of the Meet

Special Note: Participants are solely responsible for their safety at ACP meets 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.

1. Youth: WARNING: Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Minors without parental consent or supervision should never use motor vehicles.

2. Practice Regulations

1. Practice or warm up is limited to the designated area identified by the organizer. Competitors riding, or allowing their motorcycles to be ridden, outside these boundaries will be excluded from the meet.

2. Organized Practice Guidelines

A. Riders must sign waiver of liability when entering facility and all required registration forms signed prior to being permitted to practice or race.

B. Rider must have a practice wristband and sticker before entering track.

C. Riding is only permitted on the course during scheduled organized practice sessions.

D. When organized practice is offered, the rider must only be on course with their designated group.

E. A rider must only ride on the racecourse in the same direction as determined by the referee/official.

Race Program

1. The referee may decide the maximum number of riders who start any event.

2. If there are more riders in a class than can be accommodated on the course, the following format is recommended:

A. Riders are divided into two or more groups, using each group as a first moto that qualifies them to the second moto. A rider must obtain a qualifying position from the first moto or LCQ to start the second moto.

B. If two groups are used, the top 16 riders from each group will advance directly to the second moto. Any riders not placed in the top 16 will race a last-chance qualifier where the top eight finishers transfer to the second moto. A rider's qualifying finish will count as their first moto score. Riders transferring from the last-chance qualifier will receive a first moto score equal to their last-chance qualifier finish, plus 16 points.

C. If three or more qualifying groups are required, it is the referee's discretion to structure the qualifying groups and number of transfer positions for each group.

D. The format can be adjusted to meet track needs.

Starts

1. A mechanical device is used to start a motocross event. A rubber band, gate, or, when facilities permit and with the referee's approval, electronically controlled starting lights.

2. A rider may use any referee-approved device, such as blocks or small platforms, to raise the level of their feet

at the start of an event so long as the device(s) are removed immediately after the start.

3. When a rider chooses their location on the starting line, they may not change that position.

4. A rider must start in the middle of the starting gate, the bike being perpendicular to the starting gate. The front wheel must be within 12 inches of the gate.

5. No tools may be used to groom a rider's starting area, only hands and feet may be used. Only dirt from within the starting area may be used (as defined by the starter), no liquid may be added to the rider's starting area. Grooming in front of the gate is prohibited except when cement extends beyond the front of the gate, in which case, a broom may be used on the cement portion in front of the gate (wire brush is prohibited).

6. The motorcycle at the starting line for the rider's first moto is considered the qualified motorcycle for the meet in that class. Only the motorcycle that is considered the qualified motorcycle will be allowed on the track for a sighting/ parade lap. In any case, a rider is not allowed to switch motorcycles after the start of sighting/parade lap.

7. A rider must be ready when called to the starting area. Two minutes are allowed after the starters call to make minor repairs for mechanical issues. The starter shall only allow a single delay period up to the two-minute time limit per event. Once the starter has signaled to start the event no delays will be allowed, including on subsequent starts when staggered start is used.

8. A staggered start may be used when more than one gate drop is necessary in a single moto. Subsequent gate drops will occur after the previous group passes a predetermined spot on the track. Riders must start the moto with their assigned group. Starting a moto in an earlier group, the rider shall be penalized one lap.

9. False Start; In the event of a rider jumping the starting device before the starting gate is released, either by running through the gate or going over top of the gate, the rider shall be penalized one lap.

On-Track Regulations

1. Except in a designated mechanic's area, no adjustments, repairs or refueling may be done during a moto. A rider, however, may do such work anywhere on the course without assistance.

2. Once the rider and the rider's machine have crossed the starting line, they are deemed to be on track.

3. A rider whose motorcycle becomes disabled before they reach the finish line may, without assistance, push or carry the motorcycle (in the direction of the track) across the finish line to receive the checkered flag. At the referee's discretion, the rider may be instructed to leave the track at the nearest exit point, and will be considered to have completed the event, provided they have completed at least 50 percent of the number of laps as the winner.

4. If a rider stops for any reason during an event, they must restart without any outside assistance. However, if

a rider falls, blocking the course and endangering other riders, the rider may receive help or have their motorcycle pushed off the course. The referee may allow for outside assistance for 0-51cc class riders. For other mini cycle class riders, the referee may allow for outside assistance when adversely muddy conditions exist. In all cases this must be done without interfering with competition. Furthermore, when a rider is trapped or unable to get a motorcycle off them, it will be allowed to assist with removal of the motorcycle without penalty. An attempt to help under any other situation will result in the rider's disqualification.

5. Once an event has started, any change of motorcycle is forbidden. A rider will be disqualified from the moto for disregarding this rule.

Course Cutting

A. Leaving the designated racecourse is forbidden. A rider must make every effort to stay on course at all times. The penalty for course cutting to gain an advantage will be the loss of finishing positions or a disqualification.

B. A rider forced off the course may continue the race by properly re-entering the track at the closest safe point. While off the course the rider may not accelerate in an unsafe manner or attempt to gain an advantage. If a rider accelerates while off the course or cuts large amounts of the racecourse, the rider may be determined to have gained an advantage without gaining a position.

C. An advantage is not defined by the race position.

6. A competitor who rides in a way that endangers officials, other riders or the public will be subject to immediate disqualification from the meet by the referee.

7. When entering or leaving the pits, a rider must use designated entrance and exit lanes. Failure to do so may result in disqualification.

Stopping of a Race

1. An event stopped by the referee before 60 percent of the race is completed by the race leader (rounded down to the nearest whole number of laps) the race will be re-started from the beginning. All riders must immediately return to the start area after the red flag and cannot leave the track without express permission from a track official. Riders may make minor repairs and adjustments at the starting area only. Any race start or re-start will be considered an official part of the event. Therefore, any infraction will be deemed valid and ruled upon accordingly

2. An event stopped by the referee after 60 percent of the race is completed by the race leader (rounded down to the nearest whole number of laps completed) the race will be considered complete and will be scored from the last completed lap scored prior to the red flag being displayed.

3. The referring has the right to modify or change the stopping of a race.

Flags

1. GREEN: Start of race.

2. WHITE: One lap to go until finish. (courtesy flag)

3. YELLOW: Caution. When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag. When displayed there is no passing or gaining an advantage and jumps must be rolled between the flag and the incident that caused the yellow flag. Failure to do so may result in loss of positions or disqualification, subject to the referee's discretion.

4. BLACK AND WHITE CHECKERED: When displayed, it signifies the end of the race. Should the flag inadvertently be displayed for a rider other than the race leader, the end of the race will revert back to the last complete lap of the leader.

5. RED: Stopping a race for any emergency situation. Return cautiously to the starting line and wait for instructions.

Scoring

1. Each rider is entitled to examine their timing and scoring sheets with the head scorer keeper.

2. No official announcement of race winners may be made until the final results have been posted and the 30-minute protest period has expired.

3. It's the rider's responsibility to ensure number legibility. If a rider appeals their score and the numbers

were not properly displayed, a protest will be disallowed. There will be no exceptions to this rule.

4. Riders earn points in each moto according to their finishing positions. A rider must finish at least one moto to receive an overall finishing position.

5. Points awarded per moto are 1 point for first, 2 points for second, 3 points for third, etc. The rider accumulating the fewest points after both motos is the overall class winner. In case of a tie, the winner is the rider with the better finishing position in the final moto.

6. A rider who completes half the laps of the winning rider will receive a complete score. No riders will be allowed to make up lost laps after the checkered flag.

7. A rider who completed fewer than half the number of laps of the winning rider or did not take the checkered flag receives and DNF score. No riders will be allowed to make up lost laps after the checkered flag.

8. At the sole discretion of the referee, a class may be scored from one moto only.

Overall Series

1. Please visit www.arizonacyclepark.com to review each series overall rules.

2. Overall series tie breakers are determined by your last moto finish.

3. Overall series awards are given to the top 3 riders in each class that qualify per series rules.

4. Please pick up your overall series awards.



Competition Rule Book

(Non AMA Events)
Subject to Change without Notice