



2005 AMA SUPERMOTO SUPPLEMENTAL RULES

Governing the
NASMOTO AMA Grand Championship
NASMOTO Grand Prix AMA Regionals
Pro-Am, Standard and Youth Classes
for Supermoto Competition

American Motorcyclist Association
13515 Yarmouth Dr.
Pickerington OH 43147
www.ama-cycle.org

NASMOTO
766 S Coast Hwy 101, 2nd Floor
Encinitas CA 92024
www.nasmoto.com

TABLE OF CONTENTS

CHAPTER 1: CLASSIFICATION OF RIDERS, GRAND CHAMPIONSHIP QUALIFYING ...	2
A.General.....	2
B. Grand Championship Qualifying	2
C. Competition Categories	2
CHAPTER 2: EQUIPMENT.....	4
A.General Machine Requirements.....	4
B. Competition Apparel	6
C. Technical Inspection.....	7
CHAPTER 3: MEETS	7
A.Race Format	7
B. General Rules of the Meet	8
C. Pit / Paddock Regulations	9
D.Rider Briefings	10
E. General Race Rules	10
F. Procedures for the Grid.....	10
G.Procedures for Starts.....	11
H.Starting in Waves	12
I. Procedures for Red Flag / Light Stops and Restarts.....	12
J. Race Finishes	13
CHAPTER 4: PROTESTS AND APPEALS	13
A.General.....	13

FOREWORD

The following rules and regulations **supplement** the 2005 AMA Sports Rules, and are solely applicable to supermoto competition. Participants must comply with the rules and regulations in both the AMA Sports Rules and in these AMA Supermoto Supplemental Rules.

Rules directed or related to safety are promulgated to make all persons concerned with safety, but the AMA neither warrants safety if the rules are followed nor compliance with an 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.

Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Motor vehicles should never be used by minors without parental consent or supervision. Parents, legal guardians or authorized adults must remain present at all times during participation of AMA member in any sanctioned youth meet.

CHAPTER 1: CLASSIFICATION OF RIDERS, GRAND CHAMPIONSHIP QUALIFYING

A. General

1. Riders that have previously held an Expert or “A” or Pro Sport Classification license from a recognized motorcycle race sanctioning body within the past two years may apply for entry into any or all of AMA Sports or NASMOTO pro or expert classes. Riders that have previously held a Pro license from a recognized motorcycle race sanctioning body within the last 3 years and have finished within the top 10 in any AMA Pro Racing or FIM World Championship discipline are only eligible to compete in the SMX Supermoto class.
2. All other riders must begin in one of the Amateur, Novice, Beginner or Sport Mini classes.
3. The race referee has the right to move riders from their chosen or assigned class if their performance jeopardizes their safety or the safety of the other competitors. Riders will be assigned to a class that is better suited to their skill and speed levels.
4. The top five (5) riders from each class that have accumulated a minimum of 3 podium finishes will be automatically placed into the next highest available class for the new season. Riders that cannot provide suitable equipment for their appointed class may apply in writing to the AMA for exemption.
5. Only the top five (5) finishers in the Grand Championship in SM1 and SM2 may use their finish position (1 - 5) as their rider number at the following year's Regional Championships and at the Grand Championship. All other riders must use numbers starting higher than 5.

B. AMA Supermoto Grand Championship Qualifying

1. NASMOTO Regional Championship events will serve as qualifying races that determine a position in the Grand Championship. The following riders from each NASMOTO Regional Championship will be eligible to compete in the Grand Championship:
 - a. The top ten (10) riders from the SM1 and SM2 classes.
 - b. The top five (8) riders from the remaining classes, unless that class is designated as a non-championship class.
 - c. Additional riders may be invited at the discretion of NASMOTO.
2. The finishing order of the AMA Supermoto Grand Championship will be the order of the championship regardless of previously earned positions.

C. Competition Categories

These competition categories replace the classes listed in the AMA Sports Rules, Chapter 4, Sections BB.2 and BB.3.

1. **SMX Supermoto:** Pro or Expert rider, unlimited displacement single, or twin-cylinder machines with unlimited modifications except for mandatory wheel size of 16.5, 17 or 19 inches. No points will be awarded for this class. Minimum age 16.

2. **SM1 450 Open Supermoto:** “A” or Expert or “B” or Amateur rider, unlimited displacement single, or twin-cylinder machines with unlimited modifications except for mandatory wheel size of 16.5, 17 or 19 inches. Minimum age 14.
3. **SM2 250 Supermoto:** “A” or Expert or “B” or Amateur rider on single cylinder machines with maximum displacement of 125cc for liquid-cooled 2-strokes; 250cc for liquid-cooled 4-strokes, and unlimited modifications except for mandatory wheel size of 17 or 19 inches. Minimum age 12.

Note: For 2005, 16.5 inch wheels will be allowed in the SM2 class. They will not be allowed in 2006.

4. **Amateur Supermoto:** Amateur or “B” rider with unlimited displacement single, or twin-cylinder machines with unlimited modifications except for mandatory wheel size of 17, 19, or 21 inches. Minimum age 12.
5. **Beginner Supermoto (No Championship for this class):** Novice or “C” rider with unlimited displacement single, or twin-cylinder machines with unlimited modifications except for mandatory wheel size of 17, 19, or 21 inches. This class is for people who are new to racing. We will use a point system to graduate people out of this class in the future. Minimum age 12.
6. **Sport Moto:** Anyone entered in the SMX class is not eligible to race in the Sport Moto class, even if the motorcycle meets the requirements for the class. Single or twin cylinder machines with maximum displacement of 650cc (2- or 4-stroke). Original crankcase, cylinder and heads and original bore, stroke and displacement must be retained. No modifications are allowed to stock air box, suspension, or chassis. Brake rotors, pads and lines may be upgraded, but stock brake calipers and master cylinders must be retained. Other changes are allowed to: exhaust, tires, gearing, jetting, handlebars, levers, grips, hand guards (non-metal, open-ended are recommended), and cosmetics. Must use Original Equipment standard (stock) size wheels (must have 21 inch front wheel and 18 inch or 19 inch rear wheel) and full (stock) suspension travel. DOT tires are recommended. Minimum age 14.

Note: If the motorcycle was sold as a street-legal supermoto bike in the United States or Canada with 17 inch front wheels, and is listed on the Approved list on nasmoto.com, then 17 inch front wheels may be used on the bike. For street-legal motorcycles, DOT tires are mandatory.

7. **Q Class:** Expert or Amateur rider who is 35 years old by the day of the event, with unlimited displacement single or twin-cylinder machines (minimum displacement of 125cc) with unlimited modifications except for mandatory wheel size of 17, 19, or 21 inches. All race machines must use muffling devices that limit the sound to 96dBA. If a machine measures over the limit, it will not be allowed to participate in any further events during the weekend until it has been brought under compliance. Riders may also be fined or otherwise penalized for non-compliance.
8. **Premier Mini-Moto:** A or B rider on single cylinder machines with a maximum displacement of 85cc (2-stroke) or 160cc (4-stroke), otherwise unlimited modifications,

with the exception that they must maintain a mini chassis. Minimum age 12. The only exception is that riders under 12 may enter with 5 years or more of racing experience.

9. **Sport Mini-Moto (No Championship for this class):** C level or Novice rider on single cylinder machines with a maximum displacement of 85cc (2-stroke) or 160cc (4-stroke). Original crankcase, cylinder and heads and original bore, stroke, and displacement must be retained. Modifications are allowed to stock air box, suspension, chassis, exhaust, tires, gearing, jetting, handlebars, hand guards (non-metal, open-ended are recommended), levers, grips and cosmetics, and after-market brake pads may be used. Minimum age 9.
10. **Additional Classes:** In addition to the classes described above, promoters may organize, advertise, and conduct additional non-points / non-championship classes to meet the needs of their particular market. Additional classes must be listed on the sanction application and approved by the AMA.

CHAPTER 2: EQUIPMENT

Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Motor vehicles should never be used by minors without parental consent or supervision. Parents, legal guardians or authorized adults must remain present at all times during participation of AMA member in any sanctioned youth meet.

The requirements listed in these Supplemental Rules are in addition to the requirements listed in the AMA Sports Rules, Chapter 3, unless a supplemental rule directly conflicts with a general rule. In those cases, the supplemental rule takes precedence over the general rule.

A. General Machine Requirements

1. Where the rules permit or require components of equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the motorcycle components will perform properly in competition.
2. Any component of a motorcycle deemed by the Technical Inspector as necessary for acceptable operation must be in place, securely mounted, in proper working order, and structurally sound.
3. Regardless of previous approval, the use of specific components or equipment, including tires and fuel, may be withdrawn for any reason NASMOTO deems in the best interest of competition.
4. All machines participating in NASMOTO events, or events hosted by NASMOTO recognized organizations, must display the NASMOTO.COM decal on top of the front number plate. Decals will be supplied at Technical Inspection. Points and awards will be withheld from any racer who fails to display the NASMOTO.COM decal.
5. All machines participating in AMA / NASMOTO events, or events hosted by AMA or NASMOTO recognized organizations, must prominently display the NASMOTO / AMA Sports decal on both sides of their machine. Points and awards will be withheld from any racer who fails to display the NASMOTO / AMA Sports decals.
6. Safety wire used to secure required items must be a minimum of .024" diameter.

7. Axle (front and rear) and foot peg sliders are recommended to help keep the damage to the racing surface to a minimum. Sliders may be required at certain racing venues. Note: Starting in 2006, axle and foot peg sliders will be required at all racing venues.
8. Hand guard / bar sliders or non-metal, open-ended hand guards are recommended to help keep the damage to the racing surface to a minimum. Note: Starting in 2006, motorcycles will be required to have either non-metal, open-ended hand guards or hand guard / bar sliders.

9. Engines

- a. Requirements for engines, displacements, and measurement are described in the AMA Sports Rules, Chapter 3, Section C.1.
- b. Water-cooled engines may use plain water, or water with WaterWetter® (or similar product) at 0.5 ounces per quart of plain water concentration. Glycol based antifreeze or water pump lubricants of any kind are strictly prohibited.

10. Fluid Containment

- a. Oil filter bolts must be secured with safety wire. Spin-on oil filters must be secured with metal clamps and safety wire.
- b. Oil filler caps and oil lines must be safety wired, or secured by an approved method.
- c. All machines must have a catch can attached and will have the carburetor overflow/vent lines running into it. The crankcase breather lines are also required unless the lines are vented to the air box. The vent lines coming out of the engine must be routed into a heat-resistant catch can of at least 177 mL (6 ounces) capacity that is not made from a drink container.

11. Forks

- a. Fork stops must be installed of sufficient size and strength to prevent fork tubes from contacting the fuel tank in a crash.
- b. Fork oil drain screws must be safety-wired, or taped, or secured by an approved method.

12. Brakes

- a. All motorcycles must be equipped with adequate and operating front and rear wheel brakes.

13. Wheels

- a. Maximum diameter for front and rear wheel diameter is not restricted (with the exception of certain classes, which may require a specific size front wheel).
- b. Maximum wheel rim width is not restricted.

14. Tires

- a. Tires permitted in competition must meet the following criteria (unless otherwise specified by class requirements):
 - (1) Class "C" dirt-track tires
 - (2) Road-race slicks
 - (3) Cut road-race slicks
 - (4) Road-race rain tires
 - (5) Any DOT tire excluding DOT knobby tires
- b. The race referee reserves the right to impound tires at anytime during a meet for whatever inspection and/or testing it deems necessary.

15. Fuel Tanks

- a. Shut-off valves are required on all fuel lines coming from the fuel tank.

16. Fenders

- a. Fenders must provide adequate tire clearance.

17. Lights

- a. Headlight, taillight, and turn signals must be removed or taped. Clear tape may not be used.

18. Number Plates

- a. Number plates are an important part of racing; they help the scorers correctly identify riders. Numbers that are too small or difficult to read increase the risk of scoring issues. Number plates must adhere to the specifications described in the AMA Sports Rules, Chapter 3, Section C.15.
- b. Number plates or number display areas must be of adequate area to provide ample space (approximately 1") around and between numbers.
- c. Excessive condensing or stretching of the numbers is not allowed. Champions are permitted to display specially sized number ones.
- d. It is recommended that number plate colors be as follows: Expert or "A" classification: White number plates with black numbers. Amateur or "B" classification: Black number plates with white numbers. Beginner or "C" classification: Yellow number plates with black numbers.

19. Telemetry and Traction Control Devices

- a. Electronic devices designed specifically for traction control are prohibited. This includes sensors that can determine front wheel speed, and any electronic control to the brake systems.
- b. Electronic transmitting of information, including radio communication, to or from a moving motorcycle is prohibited with the following exceptions:
 - (1) Transponders utilized for scoring purposes.
 - (2) Data or video transmitted for the sole use of an AMA / NASMOTO -approved event television production (mandatory equipment assigned by NASMOTO or the AMA).
- c. Automatic lap timing devices requiring trackside receivers are prohibited.

B. Competition Apparel

1. The following apparel must be worn by riders in ALL events.
 - a. Helmet, boots, and face shield / goggles are required as described in the AMA Sports Rules, Chapter 3, Section E.
 - (1) Riders must wear helmets at all times when riding on the course.
 - b. Gloves may be made of leather or other protective material and must be worn while the motorcycle is on the racetrack.
 - c. Riding Suit
 - (1) One-piece or two-piece (upper and lower pieces must be securely attached together) riding suit made of leather or Kevlar® are highly recommended.
 - (2) Riders may use commercially manufactured motocross jerseys and pants provided they are constructed with, or used in conjunction with, elbow pads, knee cups and hip pads. A commercially manufactured chest/back protector must be worn with motocross apparel.
2. All riders should have their last name on the back of their riding suit or chest/back protector at the shoulder line.

C. Technical Inspection

1. Every competition motorcycle must be ready to race when it is brought to Technical Inspection.
2. All riders must submit a fully completed Technical Verification form to pass tech. This is mandatory even if you are not competing for any contingency monies or certificates.
3. By participating in the event, the rider implies complete willingness to conform to AMA, NASMOTO and NASMOTO recognized organization rules. Passing the technical inspection does not give a race bike immunity from protest; if the Technical Inspector does not notice an illegal modification or a failure to conform to AMA / NASMOTO requirements, the rider is still responsible for the race bike to meet AMA / NASMOTO requirements; whether the bike is their own or is borrowed. The Technical Inspector must inspect and pass every machine before it will be allowed on the track. The Technical Inspector will reject any race bike that does not meet AMA / NASMOTO requirements. The Technical Inspector may, at any time, re-inspect any race bike and revoke approval if the machine no longer meets AMA / NASMOTO requirements. The Technical Inspector may at his discretion allow a "Temporary Fix" for a particular race weekend. Any rider who takes his or her race bike onto the racecourse when the race bike does not meet AMA / NASMOTO requirements will be assessed a penalty for each infraction. The rider or his crew is required to point out any problems or potential problems with their race bike. A rider or his crew will be allowed to make a safety-related fix at an event in order to participate at that event, provided the fix is not an illegal performance modification (at the discretion of the Technical Inspector for that event). This allowance will be limited to that event only and the correct part(s) must be installed before the next event.
4. All race bikes must meet AMA / NASMOTO requirements. A race bike will not pass Technical Inspection and will not be marked with a Tech Sticker until the race bike is in complete compliance.

CHAPTER 3: MEETS

Participants are solely responsible for their safety at AMA-sanctioned 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 and should request the return of their entry fee before competitive activity begins.

A. Race Format

1. Events are composed of qualifying heats based on the number of entries and one final. The length of each race will vary based on the size of the facility and conclusion time of the event. Heat and final race durations will be announced before the start of each race.
2. Race distance will be determined by a number of laps that will closest meet a time of 15 minutes plus 2 laps in duration. At the discretion of the race referee, race distances may be shortened for the support classes.
3. Race direction can be either clockwise or counter-clockwise.
4. At the Grand Championship, the SM1 and SM2 final events have a maximum of 24 riders plus one (1) as promoter's choice.

B. General Rules of the Meet

1. All participants and spectators acknowledge that racing is dangerous and they accept the inherent risks, including serious injury or death.
2. It is the responsibility of each competitor to be aware of all information covered by the AMA Sports Rules, AMA Supermoto Supplemental Rules, mid-season updates, as well as information covered at any riders meeting.
3. Crew and family members are prohibited from access to the racing course for any purpose. One crew or one family member is allowed in designated mechanic's area only. A violation will result in a fine of no less than \$100. Qualified, official race personnel will attend to riders needing medical attention. Disabled motorcycles may be retrieved ONLY with permission of the Starter and/or Head Referee/Steward or via an approved vehicle.
4. The Event Promoter reserves the right to refuse participation in an event any person for whatever reason it deems appropriate.
5. All riders must evaluate each facility for conditions and other matters related to their individual safety. All entrants and other race personnel must rely on their own judgment and assume all risks of participation in competition or working in competition in any manner. All riders and other participants are strongly urged to carry comprehensive medical insurance.
6. All riders must have a current, valid AMA or CMA membership, or an FIM racing license.
7. Any person within the confines of the racetrack, whether in the spectator, pit or paddock areas must possess valid event passes at all times. Those found without a valid pass may be removed from the property. These passes are to be obtained from an approved ticket vendor, and any fraudulent use of a pass by any person will result in penalties being levied against them and/or the rider they are with. Persons with fraudulent passes may also be prosecuted to the fullest extent of the law.
8. It is recommended that all competitors display the following information on the base of his/her helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card inside the leathers and add any other pertinent information such as epilepsy, diabetes, current medications and past medical problems.
9. It is the responsibility of the competitor to inform the race referee of any medical condition which might be worsened by virtue of participation in an AMA / NASMOTO event. Riders must also inform the race referee of any medical condition that would affect the treatment of them by on-site medical personnel (e.g., life threatening allergies).
10. No one may enter the track without proper credentials, registering, executing a release and passing Technical Inspection. Any licensed rider who rides during any practice session without being properly registered, or rides in a class for which he/she is not registered, may be subject to disqualification, and/or suspension, and/or a fine, and/or probation. Any non-licensed person who rides on the track without permission may be suspended indefinitely from all AMA sanctioned events. Any licensed rider who permits or allows any person to ride his/her machine in violation of this section shall be subject to disqualification from the event, and/or loss of entry fees and any contingencies won during the event, and/or suspension, and/or a fine of no less than \$500.
11. Pit bikes must have a number plate bearing the competition number of the rider to whom it belongs and must be operated responsibly including but not limited to speed limits,

wheelies, etc. Pit bikes that are not licensed for the street must not exceed 100cc in displacement. No one under the age of 14 may operate a motorized pit bike. Failure to follow these rules will result in impounding of the pit bike until the owner leaves the premises.

12. Some facilities have rules and regulations in addition to those listed above. In such cases, everyone must follow the track rules.
13. In consideration for being allowed to enter and by being issued credentials to an AMA / NASMOTO event, the team owner, the rider, crew members, and other holders of event credentials (the “participant”) agrees as follows:
 - a. All rights to advertising, promotion, filming, recording, exhibition, and other utilization of the event, the participants and machines entered in the event, and their activities at the site of the event before, during, and after the event and reasonably related to the event, are reserved to the AMA and NASMOTO and their assigns.
 - b. Participants hereby grant the AMA and NASMOTO and their assigns (1) full and unconditional permission to make still or motion pictures and any other type(s) of audio or visual recordings of their and their machine’s participation in the event and their activities at the site of the event before, during, and after the event and reasonably related to the event; and (b) the exclusive, worldwide and perpetual rights to use the same, together with their names, likeness, and date of, or relating to, their entered machine(s) for publicity, advertising, exhibition or other utilization, whether or not for profit, in print, audio, video, or other distribution by any and all means now known or hereafter developed.
 - c. Participants agree that, without the prior written consent of the AMA or NASMOTO, they shall not offer for sale, sell, give away, or otherwise distribute, at the site of the event, any token, souvenir, product, or thing of value, or permit others to do so, and that the AMA and NASMOTO shall be irreparably harmed by a violation of this paragraph.

C. Pit / Paddock Regulations

1. Riding of competition motorcycles, other than on the racetrack or designated test area is prohibited.
2. Any operation of a vehicle in the paddock must be at a very slow, acceptable speed (15 MPH maximum).
3. Wheelies in the pit or paddock area are not allowed. Offending riders will be penalized and/or fined.
4. When a rider or mechanic is testing a motorcycle in a designated test area, that person must wear a helmet and be dressed to offer full body protection (pants, shirt and shoes).
5. Smoking is not allowed in the pits, grid, signal area, or other restricted areas.
6. Persons less than 18 years of age are not allowed in the pits, grid, signal area, or other restricted areas, unless a release is signed by and the minor is accompanied by a parent or guardian.
7. Pets are not allowed in the pits, grid, signal area, or other restricted areas. Pets in the paddock must be on a leash or properly contained.
8. Before leaving a race facility, it is the responsibility of riders/teams to deposit all of their waste fuel, fuel drums, motor oils, coolants, tires, batteries and all other hazardous wastes in racetrack-provided, proper hazardous waste locations only. Should containers not be

available onsite, riders/teams must transport such items from the facility for proper disposal.

D. Rider Briefings

1. All riders entered in a meet must attend the rider briefing.
2. The race referee may call roll or spot-check attendance.

E. General Race Rules

1. The Head Referee/Steward may at any time revoke the racing privileges of any racer, or have a team owner, team manager or crew member removed or barred from further events for acting improperly, being abusive, fighting, disobeying instructions or doing anything else to disrupt orderly procedures or affecting overall race operations or safety.
2. If a rider has pre-entered an event and cannot make the event, the rider will receive a full refund minus a \$20 handling fee. If a rider has not gone through, or cannot pass, technical inspection, the rider will receive a full refund minus a \$20 handling fee. Any circumstance not listed above will result in a forfeit of fees.
3. An entry is defined as a specific rider/motorcycle combination. If a heat race has been run to determine grid positions, any change in that rider/motorcycle combination will result in that combination being placed at the back of the starting grid for the final event. This also applies to any rider found to be illegal for the heat race but has proven legality for the final.
4. All events will run rain or shine unless the track is impassable or unsafe as determined by race officials. When an event is canceled by the race referee, the race will be considered complete and will be scored based on heat race results.
5. In the event of a crash, the rider and machine may be disallowed to continue by a corner worker or other race official. The machine in question must be re-teched in its entirety by a Technical Inspector before the racer's next race. The race referee reserves the right to immediately impound and disassemble a machine after a serious crash.
6. Any competitor intending to pull off the track must signal their intentions and must never cut across the track in front of other riders.
7. Passing under a waving yellow: An AMA or NASMOTO official or corner worker must report a pass for position under a waving yellow. In any race, a one-lap penalty will be assessed. The no passing for position zone is defined as: from the location of the waved flag until past the incident or incidents.

F. Procedures for the Grid

1. The official starting line for each starting row will be plainly marked with approximately 12 feet between each row to form a grid.
 - (a) There are four starting positions per row, approximately 6 feet apart. Each starting position will have a front and rear grid mark, approximately 12 inches apart, representing the area where the front tire contact patch must be located to be properly staged.
 - (b) Grid sheets will be posted indicating row and starting position for each rider.
 - (c) Protests regarding grid position must be filed within 30 minutes of the grid being posted.

2. Grid Infractions (including, but not limited to, assuming the wrong grid position and tire burnouts.): At the discretion of the race officials, the offending rider may be assessed a stop and go penalty and/or fine.

G. Procedures for Starts

1. Starting lights or flags will be displayed in front of the first row and in view of each rider.
2. Staging announcements will be made before the countdown for each race.
3. All riders should report to the designated staging area before the final call.
4. An announcement will be made to signal riders to proceed on one lap of the circuit, returning to their assigned grid position. The warm-up lap is not mandatory. Riders not taking a warm-up lap must proceed immediately to their starting positions as directed by the grid personnel.
5. Refueling after the start of the warm-up lap is not permitted.
6. All crew personnel must be cleared from the grid before the warm up lap. Failure to quickly leave the grid may result in a penalty or fine at the discretion of the race referee.
7. At the completion of the warm up lap, or at a time designated by the race referee, the grid will be closed to all competitors. Those riders who have not reported to the grid nor begun their non-mandatory warm-up lap will be barred from that particular race.
8. It is expressly prohibited for any rider to take a warm-up lap for any race in which that rider is not an entrant.
9. Once the first rider on the grid has completed the warm up lap, no rider may begin a warm-up lap.
10. When a vertical 1-minute board is displayed, no rider may move forward in the grid. Riders not in their starting position must start from the pit road or from the back of the grid depending on the track configuration.
11. It is the responsibility of the rider to report to the correct grid position. Should the countdown reach -30 horizontal board, and a rider is found in the wrong grid position, that rider will be assessed a penalty.
12. Should circumstances dictate an abort of the countdown, the starter will stop the displayed countdown and may go back to the previous display. The countdown will resume once the problem is solved.
13. Should the delay be short, the countdown will be resumed at the vertical display mark.
14. Should the delay prove lengthy, the countdown will be restarted and the riders permitted an additional warm-up lap.
15. Should an engine stall once the vertical 1-minute board has been displayed, the rider should wave to get the attention of the starter or a grid marshal. The rider will be given time to remove the motorcycle from the grid, and will then be permitted to join the race once the field has left the grid.
16. Once the vertical 1-minute board is displayed, there will be a minimum delay of 30 seconds before the vertical 30-second board is displayed. There will be a minimum delay of 30 seconds before the 30-second board is turned from vertical to horizontal. Once the 30-second board is horizontal, there will then be a 2 - 5 second delay before the green light will be turned on, or flag dropped or raised, signaling the start of the race.
17. Should a rider's front wheel axle cross the designated front grid mark before the green light signal, the rider will have jumped the start and a penalty will be assessed. A rider who jumps the start will be moved to the penalty line (the row following the last row of

riders). A minimum of two race officials must call a jumped start. Riders who jump the line just prior to the start will be penalized a minimum of four (4) finish positions, and at the discretion of the race referee, may be disqualified and black-flagged out of the event while the race continues. In all restarts, a rider at the penalty line must continue to start from the same position on the penalty line.

18. Riders who are present at the grid but are unable to start due to a stalled motorcycle may join the race from the pit road/grid until the time the race leader completes the first lap.
19. Riders who are unable to join the race by this procedure are barred from any subsequent restarts occurring with more than two laps completed by the leader.

H. Starting in Waves

1. The start procedure for races using wave starts will be determined by the race referee and conveyed to the riders at the riders meeting. One of the following start procedures will be applied:
 - a. A group or groups of machines may be separated on the grid by a multi row break and started simultaneously with one green flag/light. OR
 - b. A group or groups of machines will be separated into two or more waves (these waves may also contain multi row breaks), these waves will be started with each wave getting a separate green flag/light. Waves will have a grid marshal with a wave board separating them on the grid.
2. All riders will be notified on the grid sheets which races will contain wave starts.
3. Riders will be awarded points and awards separately unless noted in the class description. For example, the first rider in each class in a combined race earns first-place points and awards.

I. Procedures for Red Flag / Light Stops and Restarts

1. Riders who engage in unsafe riding under red flag conditions will be assessed a fine and/or disqualified.
2. If a race already in progress must be stopped, a red flag will be displayed at the finish line and at all corner working stations. Riders should slow their machine to a safe and controlled speed and proceed slowly to the pit area.
3. Any race start or restart will be considered an official part of the event even if the start or restart does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.
4. When a race is stopped with two laps or less (less than one lap in heat races) completed by the leader, it will be restarted at the beginning of lap one using original starting positions. Riders unable to restart will be listed in the results relative to the order in which they dropped out.
5. Except in heat races, should a race be stopped with more than two laps, but less than 50% of the total laps completed by the leader, the field will be re-gridded for the restart.
6. Riders' re-grid positions will be determined by their race positions (not track positions) in the lap preceding the red-flagged lap.
7. Should a race be stopped in which 50% (one lap in heat races) or more of the total laps have been completed by the leader, the race may be considered complete at the discretion of the race referee. Should the race be restarted, the re-grid will be determined per the procedure utilized for races stopped with more than two laps completed by the leader.

8. Should a race be stopped in which 80% or more of the total laps have been completed by the leader, the race will be considered complete and there will be no restart.
9. Riders who are not present at the starting grid for the original start of a race are barred from any subsequent restarts.
10. Riders determined by the race referee to be responsible for stopping a race will be placed on the restart or the finishing order in last place of the lap in which they were scored, in accordance with the restart procedure and relative to their involvement (first rider involved last, next rider involved next to last, etc.).
11. The starter may (taking into consideration the size of the field, the weather, and other factors) shorten the start procedure.

J. Race Finishes

1. Races are officially ended for all contestants at the completion of the lap on which the checkered flag is displayed to the winner. Riders will be credited with all laps they complete during a race unless a penalty has been assessed.
2. Should the checkered flag be displayed later than the official distance, the finishing order will be decided on the basis of the official distance. Under any other circumstances, the winner is the leader at the time the checkered flag is displayed.
3. Should a rider be given the checkered flag ahead of the actual winner, or with the winners, the rider will be scored as having completed the race in the race position in which the rider was running at that time.
4. Any riders who do not complete the checkered flag lap will be scored in order of finish and laps completed.
5. Riders dropping out of a race on the same lap will be scored in the order that they last crossed the finish line.
6. Only riders taking the original start and receiving the checkered flag at the start/finish line will be awarded a finish position.
7. Protests regarding scoring discrepancies must be filed within 30 minutes of the posted results.

CHAPTER 4: PROTESTS AND APPEALS

A. General

1. Through its protest and appeal procedures, the AMA provides a system of administrative review in the event of disputes that are eligible for such review. The goal of the AMA's protest and appeal procedures is to assure fair and consistent enforcement of rules and objective review of protests and appeals lodged by or against participants. Please see the AMA Sports Rules, Chapter 6 for details.
2. Protest procedures are described in the AMA Sports Rules, Chapter 6, Section D.3. The fee structure for protests at supermoto events is as follows:
 - a. For each protest, \$100 per item or component protested.
 - b. In addition to the protest fee(s), the following teardown fees will apply for a technical protest requiring measurement or teardown of an engine:
 - (1) Air-cooled, two-stroke singles: \$100
 - (2) Liquid-cooled, two-stroke singles: \$175
 - (3) Four-stroke engines and all other two-strokes: \$250

- (4) An additional \$50 is required for measurement of any engine that must be removed from the frame for inspection.
- (5) For a technical protest requiring the collection and test of a fuel sample, a \$100 protest fee plus a deposit of \$100 must be paid.

Copyright © 2005 NASMOTO. All rights reserved. www.nasmoto.com

RULES ACKNOWLEDGEMENT

By my signature below, I acknowledge that I understand it is my responsibility to read, understand, and comply with the rules outlined in the 2005 AMA Sports Rules and the 2005 AMA Supermoto Supplemental Rules. I further agree that final interpretation of the rules will be at the sole discretion of the AMA, NASMOTO or the NASMOTO recognized organization and its assigned Officials.

Participant Name: _____

(PLEASE PRINT)

Signature: _____ Date: _____

On Behalf of NASMOTO

Official's Name: _____

(PLEASE PRINT)

Signature: _____ Date: _____