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CHAPTER 1-RIDERS AND ELIGIBILITY

A. ELIGIBILITY

1. All riders participating in Anchorage Racing Lions (ARL), Kenai Peninsula Racing Lions (KPRL), and Fairbanks Motorcycle Racing Lions (FMRL) sanctioned races are required to be members of the Racing Association or any other Racing Association participating in the Alaska State Championship Series. Proof of current Lions Membership cards must be shown, in order for membership fees to be waived.
2. No rider under the age of majority in the State of Alaska may compete without the signed consent of a parent or legal guardian. Parent, legal guardian or authorized adult must remain present at all times while a minor participates in a sanctioned race or practice.
3. All race participants must have a release form signed by their parent/legal guardian or if of legal age, themselves, on file with the racing association.
4. The rider must be able to maintain safe and proper control and stability of the machine at all times. If a rider has sustained an injury he/she will report to the Referee before participating in further practice or competition. For the safety of the rider, competitors and track attendees, any on-track accident resulting in an apparent concussion (head injury, including temporary unconsciousness or temporary memory loss) will be excluded from further competition. The Referee shall make interpretation of this rule and all other rules.

B. CONDUCT

1. Each rider is responsible for the actions of his/her self, family, pit crew and pets and is expected to conduct themselves in a sportsmanlike manner. No rider, family or pit crew may be in possession of or under the influence of alcohol or illegal drugs of any nature before or during the races. No rider shall at any time ride in a manner that endangers his/her safety, the safety of other riders, officials or the public. Unnecessary trouble or unsportsmanlike conduct displayed by a rider, the rider's family, crew or pets makes that rider subject to disqualification for the moto, day, or series as determined by the Referee. All dogs must be kept on a leash not to exceed four feet at all times.
2. Every rider and all persons participating in, or in any way connected with any race, will be bound by these rules for competition. For clarification of any rule, see the Referee.
3. **No one other than participating riders or race officials are allowed on the track during race day practice laps and races, except for parents or designated guardians of mini quad, 50cc, 65cc, 85cc novice, and women's novice classes in designated areas at the discretion of each Racing Association. Exceptions may be given solely at the discretion of the referee, and are rare. Parents and designated guardians may not interfere with any racing on the track.**
4. Conduct at any time that is inappropriate and detrimental to the sport or to the Racing Association's standing in the community will not be tolerated and could result in penalty, suspension and expulsion for the moto, day, series or Racing Association. **Any riding outside of designated riding areas or designated riding times will result in disqualification for the season. Off-limits areas include but are not limited to the North Sand Dune, ski trails, and road east of the upper parking lot in Anchorage; the circle track in Soldotna; and any other areas designated by each Racing Association.** Participation in Racing Association-sanctioned activities is a privilege and all participants agree that violation of Racing Association rules and procedures can lead to forfeiture or their competition privileges and/or membership.

C. PROTESTS

1. “On Track” or race-related protests may be made only by the riders entered and competing in the moto where the alleged infraction occurred (protests in the 50cc, 60cc, 85cc and mini quad classes can be made by the riders parents or authorized legal guardian). The Referee will assemble a protest committee comprised of three Racing Association board members who will rule on the protest. The Referee will ensure that committee members are not associated with the class in which the protest is filed. A simple two of three majority vote by the committee will decide the protest. The Referee will then validate the decision by ensuring that it conforms to the current rulebook. The Referee’s interpretation of the rulebook is final.
2. Procedural protests or those concerning rules or scoring must be submitted in writing to the Referee. **Questions or concerns regarding scoring, rules, or procedures will be referred ONLY to the Referee.** Violation of this rule may subject the rider to disqualification.
3. Engine size protests will be ruled on by the Referee and no committee will be required.
4. All protests (Not having to do with scoring) will be made within two hours from the completion of the moto. City Race scoring issues will be resolved by the next City Race.
5. For administration of protests at State Championship events, see “State Championship Supplement” at end of rulebook.

CHAPTER 2 – EQUIPMENT

A. EQUIPMENT STANDARDS

The following equipment standards must be met in order to participate in any practice and/or race event. A machine and rider apparel inspection may be done at any time at any Racing Association event. The machine must be free of all obvious safety defects.

1. The throttle must return freely to the off position.
2. Brakes must be in good working order.
3. Wheels are not to have any missing or broken spokes prior to the practice session of any given race day. Any spokes broken during practice or competition must be wired to prevent further damage or loss.
4. Repaired, cracked, or broken handlebars are prohibited.
5. Control levers must have ball ends.
6. *Silencers must be securely affixed and functional. Each Racing Association will be monitoring noise levels to AMA standards. To participate in events held in the Anchorage track, riders must meet the AMA closed-course noise standards.*
7. No lights, license plates, kick stands, brackets, mirrors, glass or any equipment constituting a hazard to the rider or other competitors will be allowed.
8. Both front and rear fenders must be securely fastened at the start of the riders practice session.

9. All quads must be equipped with a functioning tether kill switch securely attached to the rider and machine so ignition is cut off at any time when the rider becomes separated from the quad.

10. Number plates:

10a. Riders shall have numbers on a plate on the front of the machine and on two side plates. Numbers must be at least 5 inches tall for minis and 6 inches tall for all others.

10b. Quad numbers shall be a minimum of 6" high. The number plates shall be of contrasting colors, clear, legible and have a professional appearance. All numbers must be the same. Numbers must be displayed on the front and rear of the machine at a minimum.

10c. if requested by the Racing Association, skill levels will be indicated by a sticker placed on the top right-hand corner (throttle side) of the number plate. Stickers will be provided by the Racing Association and made available at race registration.

10d. all riders must display their number assigned by the Racing Association. Previous year's 50cc, 60cc, and Expert class State Champions can carry the #1 plate. The riders that placed 2nd through 9th in the previous years 50cc, 60cc and Expert classes in the State Series may also choose to carry their respective place finishes as their number. The number vacated by a rider who chooses to carry his place finish as his number (per above guidelines) shall be reserved for that rider, until such time as the rider either reclaims the number or voluntarily surrenders it.

Assignment of numbers: Riders assigned numbers in the previous season will automatically retain that number from one season to the next provided they pay their membership dues prior to the first State series event. All "new" riders will choose from any available number on a first come first served basis. Anchorage and Kenai riders will choose from all available even numbers, and the Fairbanks and Homer club members will choose from all available odd numbers. Quads will have a separate number list.

THE NUMBER "25" IS RETIRED IN MEMORY OF KELLY DOLPHIN.
THE NUMBER "294" IS RETIRED IN MEMORY OF LUKE MRUGALA.

THE NUMBER "20" WILL BE RETIRED.

10e. Riders are responsible for compliance with these guidelines because unreadable or missing numbers may result in the rider not being scored correctly. The first time a rider does not display their appropriate assigned number; he or she will be given verbal warning. If the rider does not display the appropriate assigned number at the next race event he or she forfeits all points and awards for the race day.

11. Bike modifications–If not otherwise addressed in this rule book, AMA Amateur Mod rules for dirt bikes shall be followed. (See: www.americanmotorcyclist.com/Libraries/Racing_Documents/2011_AMA_Racing_Rules.sfb.ashx ; see chapter 2 “Equipment” section C, and see chapter 4 “Youth Rules” section B and C)

B. COMPETITION APPAREL

1. A helmet must be worn and secured at all times when riding. All helmets must be full coverage or full face unit. Helmets must be certified to meet or exceed the U.S. D.O.T. current Federal standard.
2. Goggles or face shields must be worn at the start of each practice or moto.
3. Protective long pants and long sleeve jerseys must be worn when riding.
4. Footwear, a minimum, of 8 inches high and specifically designed and constructed for leg and foot protection, must be worn.
5. Chest protectors and other protective gear are strongly recommended for all riders and chest protectors are required to compete in the mini-quad, 50cc, and 65cc classes.

CHAPTER 3 – RACES

A. MOTOCROSS

1. Motocross is conducted on a closed outdoor course, includes both right-handed and left-handed turns, and includes hills, jumps and other terrain that necessitates gear changing. Natural terrain should be included whenever possible.
2. The format for Motocross shall consist of two motos, the length of each to be 10 minutes for mini-quad classes, 15 minutes for novice, intermediate and quad classes and 20 minutes for expert and pro classes. In the event of combined classes; i.e. Intermediate and Expert, the moto length will be that of the higher class, in this example the length would be 20 minutes. It is recommended moto length remain consistent within championship events. Predetermined moto lengths may be changed at the direction of the Race Marshall.

B. RACE RULES

1. The track is closed during grooming and once grooming begins is closed until the race day. Exceptions may be given at the discretion of the Track Coordinator. Any unauthorized member saw riding on the track will be disqualified from the next day's race.
2. Machines will be pushed or walked with the transmission in neutral when in the pit area (no pit riding!). When riders reach the track entrance they must ride directly to the starting line, under caution flag environment. Quads may be ridden from the pit directly to the starting line in first gear and low RPMs. A rider or anyone associated with the rider who is witnessed violating either of these rules by a race official or Board member may be penalized by being started 180 degrees to the start line.
3. Method and procedure for starts:
 - 3a. all starts will be made with a mechanical device, flag or mechanical gate.

3b. A 30 second warning will be given (this warning can be shortened once the starter has determined that all riders are ready) followed by a 5 second warning. All machines will be within 12 inches of the gate by the 30 second warning. The starter may stop the countdown if the need arises and restart the count. At the end of the 5 second warning, the warning board will be turned sideways, the restraint will be released within 10 seconds and the race will start.

3c. any rider(s) jumping the start (jumping the gate before the starter drops the gate or the flag is raised) shall cause a restart. The starter will have sole authority in determining jumped starts. At the restart the rider(s) involved will be penalized by being turned 180 degrees to the start line with the rear wheel in line with the front wheels of the other riders on the line. If the same rider is judged by the starter to jump the start a second time he/she will be penalized one lap. Any rider arguing with the starter concerning jumped starts will be disqualified from competing in that moto.

3d. any rider starting with the wrong group on split starts will not cause a race to be restarted, but stated individual rider will be penalized one lap.

3e. In the event of a false start, the starter will display the red flag to stop the race as soon as practical.

4. If the race is stopped for any reason with less than 60% of the moto length (in minutes) having been completed, the race must be considered void and restarted. If the race is stopped with more than 60% of the race being completed the race will be considered finished with the rider standings computed based upon their position at the time the race was stopped. A race can be stopped under the following conditions:

4a. False start or starting gate malfunction. The starter will have the sole authority in determining false start or starting gate malfunction. First turn crashes are not acceptable justification for a restart regardless of the number of riders involved, unless injuries or hazards result.

4b. at the request of the medic when attending to an on track injury is difficult or impossible with race in progress.

4c. any unforeseen or uncontrollable hazard deemed justifiable by the Referee or Starter.

5. Any rider leaving the boundaries of the prescribed track as defined by track markings shall continue the race from the point where he/she left the course. Penalty for failure to do so will be forfeiture of one lap if the Referee determines the rider gained a clear advantage. The only exception to this rule is if the rider left the course to prevent a collision with or injury to another rider, and did not gain a clear advantage.

6. No race or pre-race practice shall be conducted without the presence of certified first aid personnel.

7. The machine that appears at the starting line for the rider's first moto shall be deemed the qualified machine and is the only machine the rider may compete on for that day in that class. A rider may change in kind any component of the qualified machine with the exception of the frame.

8. Official Flags:

Green	Start of race or practice
Yellow	Danger on course
Red	Stopping of race for emergency or restart
Black	Rider leave track and report to Referee
Crossed	Race halfway finished
White	Last lap
Checkered	End of race

FAILURE TO HONOR A BLACK FLAG WILL RESULT IN IMMEDIATE DISQUALIFICATION FOR THE EVENT. POINTS WILL BE DEDUCTED FROM YEARLY TOTALS AFTER "DROPPED DATES, IF ANY, ARE SUBTRACTED. A RIDER CANNOT USE A D.Q. IN THIS INSTANCE FOR ONE OF HIS/HER DROPPED DATES. RIDERS MUST SLOW DOWN TO FIRST GEAR AND TEN MILES PER HOUR AND KEEP BOTH WHEELS ON THE GROUND WHEN A YELLOW FLAG IS SHOWN. THE CAUTION AREA BEGINS AT THE YELLOW FLAG AND ENDS 50 FEET BEYOND THE DANGER AREA. THE FLAGGER WILL POINT TO THE CLEAR DIRECTION.

RIDERS MAY NOT PASS ANY OTHER RIDER, TO GAIN A POSITION OR OTHERWISE, UNDER A CAUTION FLAG ENVIRONMENT. BLATANT FAILURE TO OBEY A CAUTION FLAG WHEN IDENTIFIED BY RACING ASSOCIATION PERSONNEL MAY RESULT IN A PENALTY OF A MINIMUM OF BEING DOCKED (1) LAP AND UP TO AND INCLUDING DISQUALIFICATION FOR THE DAY.

9. A Riders' Meeting will be held prior to practice by a designated official. The classes, order and length of motos/practices and all track information will be discussed. Any questions or concerns will be brought to the attention of the Referee at this time.

10. All riders will have the opportunity to practice providing they are present during the time allowed for practice. Riders will practice with the class or classes they have signed up for. During practice all riders must pass by the practice starter, failure to comply will result in starting backwards on their first moto. All exceptions must be cleared with the Starter. Veterans and Women may practice with whatever class is appropriate for their skill level.

11. Practice will consist of a minimum of three laps for all classes except mini quads, 50cc and 65cc bikes.

12. Gate positions will be determined on a first come basis. The bike and rider must be at the gate to reserve the gate. Exceptions must be approved by the Starter, Stager, or Referee. If there are more riders than gates, the gate position for the first moto will be assigned using the random gate order report from the Trackside software. You must start at the gate you are assigned, or may choose to leave your assigned gate vacant. If there are more riders than gates, gate positions for the second moto are chosen based on first motor results (the 1st place finisher receives 1st gate choice, etc.). Riders must be at the gate by the halfway point of the moto prior to their moto or will be bypassed for gate pick.

13. The rider may pack the ground behind their gate. No packing, shoveling, or other alterations to the ground may be made in front of the gate.

C. RACE OFFICIALS

1. **The Referee** is responsible for the timely order of the event. He/She must work closely with the Starter, Score Keeper and Announcer. In the event the Referee is not available, the duties will be performed by the local Racing Association president. In the event the local Racing Association president is not available, the duties will be performed by the local Racing Association vice-president, or another board member of the local Racing Association as determined by the local Racing Association.

2. **The Starter** is responsible for the proper timing, starting and finishing of practice and each race. The starting gate/flag operator will be under the authority of the Starter. The Starter must be familiar with the current Racing Association Rulebook. He/She has the authority to restart or stop any practice or race or signal any riders off the track if deemed necessary, based on the guidelines established in this rulebook or as directed by the Referee. The Starter will make sure that the Caution Flag personnel are in place prior to allowing riders on track. The Starter is only under authority of the Referee.

3. **Caution Flaggers** (Yellow Flaggers) are required to warn riders of any obstacle on the track that may be hazardous and to point out the safest route around the hazard. Downed riders, stalled machines, course marker on track, etc.; all require the Caution Flag person to wave the yellow flag to alert oncoming riders. The caution flag person must remain in his/her position during all times that riders are on the track. If the flag person temporarily leaves for any reason, a substitute must be found and properly instructed. The caution flag person must not leave his/her position to assist a downed rider or remove an obstacle if it means oncoming riders will not be warned. The caution flag person is only under the authority of the Starter and the Referee.

D. CLASSES

Riders will compete in classes determined by engine displacement, skill and age.

1. Engine displacement classes shall be as follows:

CLASS	2-STROKE ENGINE SIZE	4-STROKE ENGINE SIZE
50cc Class ³	50cc or less	50cc or less
65cc Class ³	51 – 65cc	110cc or less
85cc Class	80 – 85cc	91-156cc (trail bike)
Youth	112 – 250cc	150 – 450cc
Supermini	80 – 112cc	91 – 156cc
250cc Class ²	124 – 150cc	157 – 250cc
250cc Class ¹	124– 250cc	157 – 250cc
450cc Class	over 144cc	over 250cc
Pro Class	over 125cc	over 250cc
Women's Class	Over 50cc	over 50cc
Mini-quad Class	90cc or less	120cc or less

¹For state series events

²For Anchorage city series events

³For state series events there will be an A and B Class

2. Any rider competing in an event may file a protest to the Referee regarding the engine displacement of another rider's machine. The protest must be in writing and accompanied by a \$150 fee against a 2 stroke or \$300 against a 4 stroke. The protested rider or his mechanic must disassemble the engine in the presence of the Referee who will measure the displacement. The disassembly will occur subsequent to the second moto of the day. The rider's machine will be impounded while not racing during that period and any maintenance must be observed. If the protested and protesting riders do not agree that the Referee is qualified to measure the displacement, an agreed-upon individual shall perform the measurement in the presence of the Referee. Any rider who refuses to comply with a protest will automatically lose the protest and suffer all consequences.

The following formula will be used to determine displacement: $V=B^2 \times H \times .7854$; where V represents the volume or displacement, B represents the diameter of the bore, and H represents the length of stroke. If the Referee decides in favor of the protesting rider, the protest fee will be returned to the protester. If the Referee decides against the protesting rider the protest fee will be paid to the protested rider. In the event the engine displacement exceeds the allowable limits the rider will be disqualified and will forfeit all points accrued in any Racing Association sanctioned events.

3. Skill classes shall be as follows:

Beginner	New riders with no previous race experience.
Novice	New racers with some riding experience and Riders who have not met advancement requirements.
Youth	New racers with some riding experience and Riders who have not met advancement Requirements. RIDERS MUST BE 16 OR YOUNGER. Novice and Intermediate riders With approval upon sign up.
Supermini	Experienced or skilled riders and riders who Have met the advancement requirements, NO Novice riders allowed in this class.
Intermediate	Experienced or skilled riders and riders who Have met the advancement requirements of the Novice class.
Expert	Advanced riders and riders who have met the Advancement requirements of the intermediate Class.

4. Classes shall be further defined as follows, with age Determined as of:

January 1 of the race year

50cc class	9 or under
65cc class	11 or under
85cc class	15 or under
Supermini	16 or under
Mini class	12 or under

The rider's birthday

Veterans	30 and over
Masters	40 and over
Senior Vet	50 and over

Any rider wishing to compete in a class outside of the above Guidelines may petition the appropriate board to compete in the Series prior to the start of the series.

5. All classes are offered at the discretion of the Racing Association. Some engine displacement, skill and age classes may not have a sufficient number of riders to be separated into the above skill levels. In these cases riders will be separated into two skill level classes only, as determined by the referee to be most appropriate for the riders entered in the classes. This class will take precedence over the skill level qualifications under these conditions. If there are not sufficient numbers of riders to be divided into skill levels, they will be separated by engine displacement only.

6. No rider may participate in different skill classes. The only exception will be a rider currently competing in the 85cc or Women's Classes who may ride one skill level down in a 125cc or 250cc displacement class, if appropriate for their skill level

7. One rider is needed to continue a class established by the Racing Association. Points will be awarded to that rider.

8. A rider may enter two or more classes when both he/she and his/her machine(s) meet the qualifications of the classes entered.
9. Pro class is limited to intermediate and expert riders.

E. ADVANCEMENT

1. When a beginner, novice or intermediate rider had received 60% of the potential championship points (for example, 300 points in a ten-race series) plus five moto wins in a Racing Association sanctioned race series (local or state), the rider will be advanced to the next skill level in that current series. Points and moto wins earned in the same class during the prior race season will be used for the purposes of determining rider advancement at the start of the new series.
2. A rider who has taken a class championship in the previous race season will also be advanced to the next skill level.
3. Riders moving up in the State series will also be required to move up in their city series; however, moving up in a city series will not require a move up in the State series unless the rider has accumulated the appropriate moto wins and points in the State series.
4. Riders who did not meet the points move up requirements because of lack of participation at events may have their finishes averaged to attain move-up point's consideration based upon a series. (This applies only when a rider has three moto wins in the class but failed to attend all the events, the three moto wins must be attained in that class, not moto wins acquired from a lower class that was moved up, riders with 1 point scores in a moto will have them dropped from the average process).
5. Riders also will not be moved up in class based solely on a championship when it is clearly evident that they won the championship based upon lack of participation by other riders.
6. A rider who otherwise meets these criteria may remain in the lower class if he has not attained the minimum ability to safely compete in the higher class as determined by the Association board of directors (State board for State events).

7. Regardless of previous year points, riders who are capable of competing at the next higher level and are dominating or part of a group dominating a class will be advanced. Groups of riders that are considered to be dominating will be moved as a group. In no event will this rider remain in the lower class if he/she is capable of dominating the lower class.

8. Move-ups and downs are sometime required outside the above guidelines to ensure appropriate class size, safe racing conditions, changing rider's abilities, and competition in classes. The safety of class size and a competitive environment for all riders will be the most heavily weighted factors.

9. Exceptions to the above criteria may be requested by the rider and must be submitted in writing to the Referee. The request will be reviewed by the Association board of directors (State board for State series events).

10. A rider moving up in class voluntarily or by the direction of the Referee before the start of the fifth scheduled race (race = one event day which includes two motos) of a series may transfer points earned in the first four points races to the higher class as follows:

	VOLUNTARILY	BY DIRECTION OF REFEREE
Before 2 nd race	100%	100%
Before 3 rd race	80%	60%
Before 4 th race	60%	40%
Before 5 th race	40%	0%

10a. those riders voluntarily moving up in class after their fifth race will enter the higher class with zero points.

10b. Any rider who has not been moved up by the Officials by the beginning of the rider's fifth race regardless of when he/she started a series will have the option to remain in their class for the remainder of the series.

10c. Riders who start racing after a series has started will be subject to advancement as determined by the Referee. Any transferred points will be subject to the aforementioned guidelines.

11. Once a rider has advanced to higher class, he/she may not return to a lower class unless there are extenuating circumstances. These circumstances are to be submitted in writing to the Referee. If a rider has been out of competition for at least one year he/she may return to a lower class for evaluation of placement in the appropriate class.

CHAPTER 4 – QUADS

A. EQUIPMENT STANDARDS

1. Quads/ATV's must be fitted with a self closing throttle.
2. Nerf bars and floor boards are mandatory in all classes.
3. All glass must be taped to prevent shattering on race track.
4. All quads/ATV's must be equipped with a functioning tether type mechanical kill device securely attached to the machine and to the rider so the engine ignition is cut off at any time when the rider becomes separated from the machine.
5. All front bumpers must be of tubular design with no sharp protruding edges. Mud screens are permitted as long as no sharp edges are exposed.
6. The front fender and the rear portion of the rear fender may be removed, or special fenders may be fitted. However, any special fenders must be mounted securely and safely.
7. The Quad/ATV exhaust system must not exceed past the upper frame rail or beyond the rear grab bar when sitting on the Quad/ATV. All machines shall have effective mufflers/silencers. Straight pipes are prohibited in all classes.

8. Numbers shall be a minimum of 6” high. The number plates and numbers shall be of contrasting colors, clear, legible and have a professional appearance. All numbers must be the same. Numbers must be displayed on the front and rear of the machine at a minimum.

B. QUAD RULES

1. The machine the rider brings to the starting line for his/her first moto will be considered the qualified machine for that days meet in that class. No swapping of frames is allowed between that days moto's. The swapping of engines is allowed.

2. A rider must be ready when called to the starting area (on line). If not ready, he or she is allowed 2 minutes after the starters call (30 second board) to make minor repairs. Afterward, if he/she is still not ready, they are excluded from the event. Any rider may ask for 2 minutes to make repairs, but the additional time will not prevent the disqualification of another rider who has used the 2 minute limit.

3. A rider whose machine is disabled before reaching the finish line may push or carry his machine across the finish line to receive the checkered flag. The rider must have completed 50% of the number of laps as the winner of that class.

C. QUAD CLASSES

Competition Classes: Novice, Intermediate, Expert, Pro and Mini

1. Engine Displacement Limits by Class:

- a. Novice – No Limit
- b. Intermediate – No Limit
- c. Expert – Max 525cc 4 Stroke / 350cc 2 Stroke
- d. Open Pro – No Limit
- e. Mini Quad – 120cc 4 Stroke / 90cc 2 Stroke

D. ADVANCEMENT

1. The rules for advancement to a higher class will be the same as those used in the motorcycle classes with the exception of rule 2 below.

2. Riders under the age of 14 shall not be forced into a higher class, regardless of how many races or advancement points he/she has. Riders in this age group may advance based on their own ability/competence.

NOTE: The reason behind not having cc limits for the novice and intermediate classes is to include those beginning riders who wish to compete on several of the 700cc model sport ATV's currently being offered by various manufacturers. These models, although more powerful, are generally not as competitive as the 450cc class machines designed for motocross.

CHAPTER 5 – POINTS, SCORING AND AWARDS

A. POINTS

There are two points systems: one system for determining the daily overall winners and one for Championship points.

1. For the daily overall awards riders will receive one point per finish position. The rider with the least amount of points from both motos will be declared the winner. In the event of a points tie, the rider with the better second moto finish will receive the higher overall finish.

2. The following scoring system will be used to accumulate series championship points. Points are awarded per moto:

FINISH	POINTS	FINISH	POINTS
1	25	11	10
2	22	12	9
3	20	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20+	1

3. Scoring:

3a. to successfully complete a race and receive the appropriate points, a rider must have first **completed at least half the amount of laps completed by the winner of their class** and then ride, push or carry his/her motorcycle past the checkered flag on the race course. Riders who push their motorcycle past the checkered flag will be scored as being the last rider to complete the lap that was started for their class.

3b. D.N.F. (Did not finish); Riders who leave the gate under motorized power but do not finish (see3a) the race will receive one point and will be scored as receiving a D.N.F.

3c. D.N.S. (Did not start); Riders not starting a moto will not receive any points.

3d. a rider receiving points in one moto but black-flagged in the other moto does not forfeit the points earned in the one moto provided the rider obeys the black flag.

3e. at the sole discretion of the Referee (or State Committee at State Championship events) a class may be scored from one moto.

4. The series championship will be awarded to the rider with the most series points accumulated. In the event of a points tie, the person with the most moto wins will be declared the winner. When there are no moto wins the tie will go to the rider with the most 2nd place finishes and so on. To be eligible for a series championship and year-end awards, riders must participate in at least two-thirds of the sanctioned point's races in the series and must be members of a Racing Association no later than their second race.

B. AWARDS

1. All classes except for the Expert and Pro classes will be awarded trophies. The Expert and Pro classes will be awarded money or gift certificates. At the discretion of the local Racing Association, intermediate and age or gender based on classes may be awarded trophies or gift certificates. Both money and trophy prizes will be awarded according to the following table:

# RIDERS	# AWARDS
2-3	1
4-6	2
7-9	3
10-12	4
13-15	5
16-18	6
19-21	7 and so on

The above number of places (top one-third) must be awarded. Additional places may be awarded.

2. Entry fees are to be distributed as money prizes per moto in accordance with the following schedule (amounts shown as percentages):

# OF RIDERS	PLACE (PER MOTO)									
	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>
2-3	25%									
4-6	15	10								
7-9	12.5	7.5	5							
10-12	10	6	5	4						
13-15	8.5	6	4.5	3.5	2.5					
16-18	7.5	6	4.5	3	2.5	1.5				
19-21	7	5.5	4.5	3	2.5	1.5	1			
22-24	6.75	5.5	4.25	3	2.25	1.5	1	.75		
25-27	6.75	5.25	4.25	2.75	2.25	1.5	1	.75	.5	
28-30	6.75	5	4.12	2.75	2.25	1.5	1	.75	.5	.38

All money prizes will be rounded to a full dollar amount. Money prizes will total 50% of entry fees collected for the class,

Unless increased at the direction of the Board of Directors of the Association hosting the event. For example, if seven riders enter and expert class and entry fees total \$140, the first place rider in each moto receive \$18 ($\$140 \times 12.5\%$), the second place rider in each moto will receive \$10 ($\$140 \times 7.5\%$) and the third place rider in each moto will receive \$7 ($\$140 \times 5\%$); a rider who places first and third in the two motos will receive \$25 for the day (\$18 plus \$7).

CHAPTER 6 – MISCELLANEOUS

A. FEES

1. The annual fee for membership in the Racing Association shall be determined by the Board of Directors prior to the first general membership meeting of each season. Riders applying for membership after half the season has passed may have the fee reduced. Any fee reduction and the amount will be determined by the Board of Directors. Proof of Lions Membership is required for other Lions Clubs and it must be a recognized Lions Club. If a Lions Club is not part of the State Race series all members will pay track prep fees for the track in which the rider is racing at.
2. All riders will pay a predetermined entry fee for each class entered prior to his/her practice. A rider will not be allowed to practice and/or race without fee payment.
3. Anyone passing through the gate must pay a predetermined gate fee. This includes all riders. Spectator children under 12 are admitted free. Press and media personnel will be admitted at no charge, providing they are there to provide coverage for the sport or event.
4. Entry fee refunds will not be made after practice has started.

B. COMPENSATION

The Racing Association may compensate the Scorekeeper, Starter, Gatekeeper, Flaggers, Medics, Announcer, Heavy Equipment Operator and any other position deemed worthy of compensation by the Racing Association Board of Directors. The Board of Directors shall determine such compensation, if any.

C. RACE SERIES

1. Each Racing Association may sanction point's events comprising the Racing Association Motocross Championship Series. This Series will consist of a number of points events determined by the Racing Association. Riders will be scored from all events for the end of year awards and must compete in 70% of the events to qualify for year-end awards.
2. The Racing Association will co-sanction ten events (five two-day weekends) that will constitute the Alaska State Championship Series. Riders will be scored from all ten events and must compete in seven events to qualify for year-end awards. The co-sanctioning organizations will abide by the rules in this booklet unless otherwise specified. See also "State Supplement." The number of events each club will host will rotate from year to year based on a schedule agreed to by the Racing Associations.
3. Other special event races or series may also be sanctioned by the Racing Association as deemed warranted by the Racing Association Board of Directors.

D. THE ASSOCIATION

1. Each Racing Association is a Non-Profit Corporation composed of a body of dues paying members. The Board of Directors is volunteers elected to the Board by the membership.
2. An annual meeting will be held to elect from the membership a Board of Directors to direct the association. The Directors will guide the Association according to the Rule Book, the bylaws, and the Articles of Incorporation.

STATE CHAMPIONSHIP SUPPLEMENT

Unless otherwise noted, all rules in this book apply to the State Championship Series and all participants will abide by the rules.

1. Each Racing Association's Board of Directors will choose one person from their membership to serve on a State Race Committee. Representatives for the 2012 season are:

Anchorage	to Be Announced
Fairbanks	Joe Bingham
Kenai	Randy Dobbs

2. The State Referee is elected by the State Race Committee.

3. All Scoring Protests will be given to your local State Rep. who will then turn it over to the State Referee. The State Referee will reside over the state board and determine whether a protest is valid.

4. Money prizes will total 100% of entry fees collected for the class for the Expert and Pro classes. The payback percentages shown in the schedule of Chapter 4, Part B will be doubled.

5. The local track president or designated appointee will perform the duties of race marshal and will be directed to maintain consistency in race formats/rules enforcement, etc. at the hosting location. The local track president is responsible for all actions while the moto is underway. This includes up to the disqualification of riders during or immediately after (only in the case where a rider could not be given a black flag for extenuating circumstances) the event for which he witnessed or was advised of by track personnel (starter, caution flaggers, and medics). This is non-reversible by the state referee. The state referee and state board will handle rider protests outside of race marshal penalties.

6. The State Referee will be the single point of contact for all questions, disputes, and protests after the completion of a moto. All protests will be taken only to the State Referee. Once a protest is determined to be valid, (the State Referee will not be addressing personal issues or conflicts unless they pertain to racing) the State Referee will hand it over to the State Race Committee For resolution.

It will be the State Referee's responsibility to ensure that those on the Committee are not associated in any way with the Particular protest. In this case, the Committee member with a conflict must choose another alternate Committee for purposes of settling the protest.

Once the committee has ruled by majority on the protest their ruling is handed over to the Referee. The Referee's function at this time will be to determine that the ruling is consistent with the rulebook and will have no power to overrule the Committee's decision. If the Referee determines that the ruling is not consistent with the rulebook it is returned to the Committee until it follows the rulebook. The Referee will have the final word on interpretation of the Rule Book. Once ruling has been finalized it will be posted on the moto board.

7. End of Year State Championship Awards: all participating riders Clubs will contribute to the State Award Fund. Contributions to the State Award Fund will be determined at the end of the season in a manner that reflects each club's member participation in the State race series.

For 2012 Season Schedules, Track Maps, Race Results, Current Points Standings, and more, visit our web sites:

www.mxalaska.com

www.kprl.net

www.mxfairbanks.com