



## **RULE BOOK**

(Revised for the 2026 race season)

AMSA Offroad is a non-profit society and is the governing body of the series. It consists of a board of directors which are bound by the AMSA by-laws. This group of volunteers is responsible for the administration of the series. We work with Clubs/Individual Promoters who host each race under our series banner and rulebook.

### **MISSION STATEMENT:**

**To promote and protect offroad motorcycle racing in Alberta. Ensuring that all participants, promoters, and spectators follow the rules that are set out by the AMSA Offroad, to ensure the safety of all riders and set the highest standard for protecting our public lands. Our goal is to maintain a professional series of events that promote offroad motorcycle riding in a positive manner.**

### **ALL RACERS MUST READ THE RULEBOOK.**

**Everyone must read the rulebook and by purchasing a license they acknowledge their responsibility to read and understand the rules.**

The rules set forth by AMSA are intended to uphold fairness and safety for all riders participating in off-road dirtbike racing. While it is not feasible to foresee every possible scenario within this rulebook, the principles of common sense and fairness shall serve as the foundation for interpretation and enforcement by AMSA Executives. This rulebook is not to be construed as a tool for gaining competitive advantage, but rather as a structured framework to promote equitable and just competition.

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# 1.0 GENERAL RULES & GUIDELINES

## 1.1 Definitions

1.1.1 Event Cap: The AMSA Offroad series will be capped at 8 rounds per year

1.1.2 Cross-Country (XC): A long-distance off-road race on a course featuring one or more loops. Different course variations may be used separately or combined to suit different skill levels. Each loop is completed only once. A mid-race cut-off point may be in place, with riders scored up to that point regardless of whether they finish the full course.

1.1.3 Hare-Scramble (HS): An off-road race held on a closed course where riders complete as many laps as possible within their class's designated time limit. Races typically support 3 to 5 laps. See class descriptions for specific cut-off times.

1.1.4 Hybrid: A race held on a closed course including mx/enduro/grass track.

1.1.5 One day race events are prohibited (combining traditional Saturday and Sunday races into one day)

1.1.6 Competition Committee: The committee is a panel of seven people formed at the AMSA Off-road Annual General Meeting. The Competition Committee will rule, by vote, on any disputes concerning hosting club or promoters, their events and rider issues. In the event of a tie vote, an appointed representative of the hosting club will cast a tie breaking vote. The Competition Committee shall have the authority to review infractions and apply their agreed upon interpretation of the Rule Book on a per case basis.

## 1.2 Championship

The AMSA Off-Road Championship will be decided based on total accumulated points in all rounds of the series, minus the allowed number of throwaways.

1.2.1 Throwaways will be applied according to the number of races scheduled for each race season.

1-6 Races - No throwaways apply

7- 8 races - One throwaway race will apply

## 1.3 Championship Points

Points towards the AMSA Off-road Provincial Series Championship are awarded to the first twenty finishers in each class, as shown in Table 1, below. A finisher is a rider who crossed the finish line with the machine they started on. Results shall be based on the number of full laps completed. Where two or more riders have completed an equal number of laps, the results will be based on the order in which they completed the final lap.

Table 1: Championship Points.

Position	Points	Position	Points	Position	Points
<b>1</b>	25	<b>8</b>	13	<b>15</b>	6
<b>2</b>	22	<b>9</b>	12	<b>16</b>	5
<b>3</b>	20	<b>10</b>	11	<b>17</b>	4
<b>4</b>	18	<b>11</b>	10	<b>18</b>	3
<b>5</b>	16	<b>12</b>	9	<b>19</b>	2
<b>6</b>	15	<b>13</b>	8	<b>20</b>	1
<b>7</b>	14	<b>14</b>	7	<b>21+</b>	0

### 1.3.1 Worker Points

Event organizers are not permitted to ride their own event. We require promoters to always have a span of control over their events. Therefore, organizers can apply for promoter points. Points will be awarded based on the rider's best season result plus one position. (ex. Best finish is 3rd, they will receive 2nd place equivalent worker points.) Worker points will only be awarded for one event per season.

The following criteria must be met:

- Must be a true organizer. An organizer is a person who applies for the event insurance, TFA's from the forestry, GPS and flag a course, ordering trophies, ordering T-shirts, prizes, helping the day of the event with office set up, sign in, staging area, check points, medical staff on site, and in general are the "go-to" people of the event.
- Must be on site working for both days of their event.
- Must be able to compete at the time of the event.
- Five days PRIOR TO EVENT notice of who wants to receive their points must be submitted to the Race Director. A form will be sent out in each Promoter package and must be faxed or emailed back to the Off-Road Administrator.
- Points are not transferable to anyone else.
- You cannot win a Provincial title with only promoter points.
- You can only receive promoter points for one race per season.

### 1.3.2 Ties

- Ties will be broken by comparing the number of first, second, third, etc. place finishes until the ties are resolved.
- If there is still a tie, then the rider who finished ahead of the other more often will receive the higher placing.
- If there is still a tie after using the methods described above, then the rider who finished ahead in the last race of the season that they both participated in will finish ahead in the points standings.
- If the two riders did not compete against each other during the series, the rider who rode the most events in the series will be the winner

### 1.3.3 Good Samaritan Points

Any racer that forfeits their own race to help a severely injured rider will be given 25 points for the race. This is not to be abused and meant for emergency situations. The Competition Committee has the ruling decision.

## 1.4 Awards and Prize Money

Trophies must be awarded to each official class, for the top 3 finishers. In addition, minor merchandise prizes may also be given. The Sportsman class does not receive trophies as this is not a championship class. The PRO classes (Mens and Ladies) use all their entry fees, minus the \$5 levy per rider, to make up the payout for the top 5 finishers in these classes. Additional cash or merchandise prizes may be given at the promoter's discretion.

### Chart for payout:

	position	payout	position	payout	position	payout	position	payout	position	payout
5 + riders	1	40%	2	24%	3	16%	4	12%	5	8%
4 riders	1	42%	2	26%	3	18%	4	14%		
3 riders	1	46%	2	32%	3	22%				
2 riders	1	60%	2	40%						
1 rider	1	100%								

1.4.1 AMSA Provincial Championship series trophies will be awarded to First through Fifth place at the year end banquet.

1.4.2 AMSA Provincial Championship series riders placing First through Fifth will receive a rider prize purchased from 50/50 sales. AMSA Banquet subsidised by the \$5 Rider Levy charged to promoters.

## 1.5 Licensing and Fees

### AMSA Offroad Competition License

All racers must possess a valid **AMSA Offroad Competition License** in good standing for the current race season in order to participate in any race events. Licenses must be purchased **online only** at [www.amsaoffroad.ca](http://www.amsaoffroad.ca).

Licensing options:

- **Annual Single Membership:** \$125
- **Annual Family Membership** (all members must reside at the same address): \$265

**Note:** Race licenses (or a clear photo of the license) must be presented at sign-in. No physical sales of licenses will be conducted onsite.

### 1.5.1 Race Entry Fees

All racers are encouraged to pre-register online at [www.motosportreg.com](http://www.motosportreg.com).

- **Pre-Entry Fees:**
  - Saturday: \$60
  - Sunday: \$40
- **Onsite Entry Fees (Race Day):**
  - Saturday: \$80
  - Sunday: \$40
- **Non-Member (Day Rider) Fees:**
  - Saturday: \$120
  - Sunday: \$80

1.5.2 **Insurance Waiver** - All racers and spectators are required to sign the **onsite insurance waiver** before entering the event area.

1.5.3 **Late Entries** - Event organizers reserve the right to charge an increased fee for late entries and are under no obligation to accept them.

1.5.4 **Additional Charges and Pit Crew Access** - Aside from a **maximum \$10 per person per event gate fee**, no additional fees may be collected from riders or pit crew beyond those stated above. There shall be **no restrictions** on the number or makeup of a racer's pit crew.

1.5.5 **Replacement Decals** - A **temporary badging fee of \$30** will apply for any replacement or additional sets of decals issued beyond the initial set.

1.5.6 **Payment Methods Onsite - Cash only.** Credit cards, debit cards, and electronic transfers will **not** be accepted at the event site.

## 1.6 Bike Requirements

Bikes are required to be registered and insured with a spark arrestor as per the Alberta Traffic Safety Act. This applies for events on public land only. The only exception is to the headlight and taillight requirement during the race. Outside of the event, they will be required on the bike.

1.6.1 Any rider from out of province is required to be in compliance with their jurisdiction of residence.

1.6.2 Each rider must use the same motorcycle for the entire length of the race.

1.6.3 Motorcycles must be in good working order with no loose parts or leaks. Motorcycles may be disqualified from competition for safety or environmental considerations at the discretion of the Competition Committee.

1.6.4 Training wheels are not permitted to race the peewee races.

### 1.6.5 Sound Testing

All exhaust systems must comply with the Alberta Traffic Safety Act - Off Highway Vehicle Regulation. Additionally, mufflers are required to limit sound output to 96 dB (decibels) or less, as measured using methods approved, from time to time, by the Competition Committee. Please self-regulate and AMSA will have sound testing equipment onsite. Let's show our consideration of shared land use zones and keep the noise down.

## 1.7 Protective Equipment

The following are the minimum requirements to compete; additional safety gear is recommended. **Proper selection of helmet and safety apparel is the rider's sole responsibility.**

1.7.1 A Helmet must be worn at all times when operating a motorcycle during an event and in the pits. Helmets must be certified by the manufacturer as meeting one or more of the following standards, and must have the official certification label(s) affixed and clearly visible (not painted over):

D.O.T. FMVSS 218 Manufactured in 1989 or later. The original label indicating the month and year of manufacture must be affixed to the helmet.

Snell M85 or M90 or updates.

CSA 3D230M85 or updates.

1.7.2 Eye protection in the form of shatterproof goggles or safety glasses are MANDATORY. Tear Offs are NOT allowed, as they are considered to be litter on public land. Roll-offs are permitted.

1.7.3 Full length protective motocross or off-road riding pants are MANDATORY and knee guards are highly recommended.

1.7.4 Long sleeved shirt, jersey, and/or jacket. Chest protector and elbow guards recommended.

1.7.5 Protective boots that are at least 8" high for adults. Pee Wee and Kids riders must have a minimum of leather or similar protective material "high top" boots completely covering the ankle and lower shin. Mandatory.

## 1.8 Code of Conduct

Riders, their guests, pit crew, etc. are expected to behave in a sportsmanlike manner.

1.8.1 All dogs must be on leash. Owners must pick up their dog poop and respect the areas.

1.8.2 Slower riders are required to allow faster riders to pass. The slower rider moves to the right when possible to be passed on the left. The slower rider must take the first opportunity to allow the faster rider to pass. This requirement does not apply when both riders are competing in the same class.

1.8.3 ANY bikes (such as full size or electric pedal bikes) other than racers and OFFICIAL SWEEPERS cannot be on ANY courses, including peewee courses, during races (parents need to be on foot).

1.8.4 TREAD LIGHTLY

**"T"ravel** responsibly on designated trails in permitted areas.

**"R"espect** the right of others including private property, recreational trail users, and campers.

**"E"ducate** yourself by obtaining maps and regulations from public agencies.

**"A"void** sensitive areas such as meadows, lakeshores, wetlands, and streams, unless on designated routes.

**"D"o** your part by leaving the area better than you found it, and join a local club of enthusiasts

### 1.8.5 Conduct- Clubs/Promoters

Promoters are expected to deliver races in a timely manner in accordance with the standards laid out in the Rule Book and the Promoter pack. Penalties for failing to deliver races according to these standards can result in financial penalties of up to \$500, at the discretion of the Competition Committee and the AMSA Board of Directors.

1.8.6 Hosting clubs and or promoters are responsible for removing ALL flagging from the course after their event and removal of old ribbons in a timely manner.

### 1.8.7 Zero Abuse Policy

Threats or violence toward event organizers, AMSA Offroad officials, or riders anywhere on the premises prior to, during or after an AMSA Sanctioned race may result in disqualification from the remainder of the series, retroactive loss of all accumulated series points, and further disciplinary action by the competition committee. There is **"ZERO TOLERANCE"** for bullying, and the behaviour of you, your family, and friends matter! You are responsible for anyone associated with you at any AMSA sanctioned event.

## 2.0 CLASSES

### 2.1 Class Descriptions

Below is a description of all the classes offered; it is the riders responsibility to choose the best suited class for their skill set and age.

Class	General Description	Age Min	Age Max	Numbers on Plate Color
<b>MENS PRO A CLASS</b>	Elite class with the highest skilled racers. This class will now be open, and the competition committee will have the ability to approve Pro Status.	<b>13</b>		White on Red
<b>EXPERT A CLASS</b>	Expert racers working towards Pro. Experience from intermediate or another A class.	<b>13</b>		Black on Orange
<b>VET MASTER A CLASS</b>	This is a speed-based class, meant for our fastest and highest level of skilled vets. This is the class that EX Pro and Expert racers can move to and still be competitive.	<b>30</b>		White on Black with an "A"
<b>LADIES PRO A CLASS</b>	Ladies elite class with the highest skilled racers. This class will now be open and the competition committee will have the ability to approve Pro Status. Racers must first ride in the Ladies Expert class in order to advance.	<b>13</b>		White on Blue
<b>+30A A CLASS</b>	Advanced skilled veteran aged riders that have not formerly competed in Expert or Pro.	<b>30</b>		White on Green with an "A".
<b>+40A A CLASS</b>	Advanced skilled veteran aged riders that have not formerly competed in Expert or Pro.	<b>40</b>		Black on White, with an "A".
<b>INTERMEDIATE A CLASS</b>	High skill level, working to advance to Expert. Must have racing experience.	<b>13</b>		Black on Yellow
<b>LADIES EXPERT A CLASS</b>	Restricted to females with advanced skills. Racers must first ride in the Ladies Intermediate class to advance.	<b>13</b>		White on Blue with an "E"



<b>Class</b>	<b>General Description</b>	<b>Age Min</b>	<b>Age Max</b>	<b>Numbers on Plate Color</b>
<b>+50 B CLASS</b>	Our Riders who are 50+.	<b>50</b>		White on Black
<b>+60 B CLASS</b>	Our Legend Riders who are 60+.	<b>60</b>		Black on Grey
<b>+30B B CLASS</b>	Veteran aged riders with experience that have not formerly competed in Pro, Expert, or Vetmaster.	<b>30</b>		White on Green with a "B"
<b>+40B B CLASS</b>	Veteran aged riders with experience that have not formerly competed in Pro, Expert, or Vetmaster.	<b>40</b>		Black on White with a "B"
<b>LADIES VET B CLASS</b>	The Ladies Vet class is designated for veteran-aged riders who possess a sufficient level of experience in the sport.	<b>30</b>		White on Blue with a "V"
<b>JUNIOR B CLASS</b>	Medium skill set with some race experience. Racers working towards intermediate.	<b>13</b>		Red on White
<b>LADIES INTERMEDIATE B CLASS</b>	Restricted to female riders with experience or those advancing from the ladies Junior class.	<b>13</b>		White on Blue with an "I"
<b>BEGINNER B CLASS</b>	New racers only with limited experience. Current and former Kids class racers are <b>NOT</b> eligible. Minimum 85cc bike.	<b>13</b>		Red on White with a "B"

Class	General Description	Age Min	Age Max	Numbers on Plate Color
<b>KIDS EXPERT</b> <b>E COURSE - SUNDAY</b>	This class is for experienced pre-teen racers working towards racing on the Adult day. Anyone 17 years on January 1st is no longer eligible.		<b>16</b>	Red on White with an "E"
<b>SPORTSMAN</b> <b>E COURSE - SUNDAY</b>	An introductory class for the new racer who is not comfortable with the B loop. It will be on the kids expert loop. This is not a trophy class and will not be included in the championship. The Sportsman Class is meant to be a <i>stepping stone</i> to move to the Saturday races and not a permanent place.	<b>16</b>		
<b>KIDS INTERMEDIATE</b> <b>E COURSE - SUNDAY</b>	65cc and up. Kids who are ready to try more difficult terrain.		<b>16</b>	Red on White with an "I"
<b>LADIES JUNIOR</b> <b>E COURSE - SUNDAY</b>	Restricted to female riders who have some experience. Can cross over with Ladies Intermediate for one season before advancement to the higher class.	<b>13</b>		White on Blue with an "J"
<b>LADIES BEGINNER</b> <b>D COURSE - SUNDAY</b>	Restricted to beginner female riders.	<b>13</b>		White on Blue with a "B"
<b>KIDS JUNIOR</b> <b>D COURSE - SUNDAY</b>	65cc and up. Kids who have racing experience. Will be limited to 19"-16" tires, No full size bikes allowed in this class.		<b>16</b>	Red on White with a "J"
<b>KIDS BEGINNER</b> <b>D COURSE - SUNDAY</b>	First time clutch users and first times racers. Manual clutch bike must be used. Will be limited to 19"-16" tires, No full size bikes allowed in this class.		<b>16</b>	Red on White with a "B"

Class	General Description	Age Min	Age Max	Numbers on Plate Color
<b>PEEWEE EXPERT</b>  <b>C COURSE = SUNDAY</b>	<p>Little rippers with some riding/race experience, up to maximum age of 10 years old as of January 1, of the current race season.</p> <p>Examples of recommended bikes include:</p> <ul style="list-style-type: none"> <li>•Electric bikes: OSET larger than 12.5, STACYC 20" wheel size, KTM/HUSQ/GASGAS EE3/EE5 equivalent</li> <li>•Gas powered bikes including: 2 Stroke (2T)- KTM/HUSQ/GASGAS/COBRA 50cc 4 Stroke (4T)- Honda 70/110, Yamaha PW80 and TTR110</li> </ul> <p>→ No 4T exceeding 110cc and no 2T over 50cc. Must be clutchless bikes.</p>		<b>10</b>	Red on White with an "E"
<b>PEEWEE INTERMEDIATE</b>  <b>C COURSE - SUNDAY</b>	<p>Little rippers with some riding/race experience, up to a maximum age of 10 years old as of January 1, of the current race season.</p> <p>Examples of recommended bikes include:</p> <ul style="list-style-type: none"> <li>•Electric bikes: OSET larger than 12.5, STACYC 20" wheel size, KTM/HUSQ/GASGAS EE3/EE5 equivalent</li> <li>•Gas powered bikes including: 2 Stroke (2T)- KTM/HUSQ/GASGAS/COBRA 50cc 4 Stroke (4T)- Honda 70/110, Yamaha PW80 and TTR110</li> </ul> <p>→ No 4T exceeding 110cc and no 2T over 50cc. Must be clutchless bikes.</p>		<b>10</b>	Red on White with a "I"
<b>PEEWEE BEGINNER</b>	<p>Little rippers with limited skill set/experience, up to a maximum age of 6 years old as of January 1, of the current race season. No training wheels permitted, must be able to balance under their own power.</p>		<b>6</b>	Red on White with a "B"

C COURSE - SUNDAY	<u>Examples of recommended bikes include:</u>  <ul style="list-style-type: none"> <li>• <u>Electric bikes: OSET ONLY 12.5, STACYC 12" and 16" wheel size, E2</u></li> <li>• <u>Gas powered bikes including Yamaha PW50 &amp; TTR50, Honda CRF50, Suzuki DRZ50.</u></li> <li>• <u>No KTM/HUSQ/GASGAS/COBRA 2T Bikes Allowed*</u></li> </ul>			
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**\*\*Peewee Beginner will race on a 1km (shorter) course, Intermediate/Expert will race on 1.5-3km (longer) course.**

**Please use both age and bike size to determine class selection.**

**\*NO CLUTCH BIKES IN PEEWEE CLASSES, MAXIMUM AGE OF 10 YEARS OLD\***

**\*\*\*\*\*The rules for the Peewee class will be established and upheld by the Peewee Rule Subcommittee, with oversight from the Competition Committee. These rules will be reviewed and evaluated every two years to ensure they remain fair and relevant. \*\*\*\*\***

2.1 If you are 17 years of age on January 1st, you are no longer eligible to participate in the Kids classes. Only Kids Expert riders that also meet the requirements of the Adult Junior or Ladies Intermediate may race in both classes (subject to the race schedule, which will not be rearranged to accommodate dual class riders). Advancement points will be accumulated for these riders that enter the adult class. Once advanced from the Adult Junior class the rider is no longer eligible for the kids classes.

2.1.1 Pee Wee and Kids classes are mainly based on skill level, the discretion of the parent or guardian, and the competition committee. The series winners in the Pee Wee and Kids classes will automatically advance to the next class, subject to any class rules (i.e. age restrictions).

## 2.2 Rider Numbers

Riders apply for their numbers when registering for their competition license. The deadline to retain your previous race number is **February 28th of every year** by purchasing a new license. After this deadline passes, all numbers that have not been retained will be available to other racers. The event organizer must use AMSA Off-road assigned numbers for sign in and event scoring.

2.2.1 Pro Numbers will be reserved first and take precedence over other requests. #1 is reserved by default for the Mens and Ladies Pro series champion.

## 2.3 Number plates and badging

The proper colors and race numbers must be displayed on all three sides of the bike. Please refer to class descriptions, above for number plate colours. Racers must have the correct badging for their bike so racers and promoters can identify riders for passing, scoring, and safety.

2.3.1 AMSA has purchased coloured class temporary numbers for new day racers so that everyone can be identified during the event. A **temporary badging fee of \$30** will apply for any replacement or additional sets of decals issued beyond the initial set. **Cash only.** Credit cards, debit cards, and electronic transfers will **not** be accepted at the event site..

2.3.2 AMSA has coloured helmet class stickers to be placed on the back of helmets so that riders can be identified quickly by class. These are given free to each racer and are mandatory.

2.3.3 Anyone participating in the series needs to comply with the badging rules, and there is zero excuse to line up on the start unbadged. It is the rider's responsibility whether they pre-register or register the day of the event to ensure that they have proper badging or have picked up the proper badging from registration. That badging must be applied properly to their bike prior to their race. If a rider is not properly badged, the promoter or an AMSA official has the right to remove them from the start line and they will not race. If a rider ends up on course improperly badged, the scoring team will not record their laps and they will be given a DNF.

## 2.4 Advancement

Over the course of a series the class advancement points are summed to determine if a rider has accumulated points equal to or greater than the threshold for advancement. Riders that meet or exceed the threshold for advancement are required to advance to the next class after the series in which they earned their advancement points.

Class advancement points are assigned for each race as follows:

- 1<sup>st</sup> place = **4** advancement points.
- 2<sup>nd</sup> place = **3** advancement points.
- 3<sup>rd</sup> place = **2** advancement points.
- 4<sup>th</sup> place = **1** advancement point.

2.4.1 A rider may voluntarily advance to the next class on the same day, provided there are no objections from the Competition Committee or event organizers. A voluntary advancement has **two events** to try the new class and on the third event the advancement becomes permanent.

2.4.2 Except as allowed in (2.4.1), all class advancements are permanent. A rider may downgrade their class only with written permission from the Competition Committee.

2.4.3 Advancement from Ladies Junior to Ladies Intermediate can be a transitional year, where a Ladies Junior rider can race both days in the women's classes; but for one year only. The Competition Committee will decide if the advancement is permanent or not. Only Kids Expert riders that also meet the requirements of the Adult Junior or Ladies Intermediate may race in both classes (subject to the race schedule, which will not be rearranged to accommodate dual class riders). Advancement points will be accumulated for these riders that enter the adult class. Once advanced from the Adult Junior class the rider is no longer eligible for the kids classes.

2.1.4 Crossover year. (Kids Expert and Junior or Ladies Junior to Ladies Intermediate). You are allowed to run both classes but after 3 races you forfeit the points in the lower class (Kids Expert or Ladies Junior).

2.4.5 Over the course of a series the class advancement points are summed to determine if a rider has accumulated points equal to or greater than the threshold for advancement. Riders that meet or exceed the threshold for advancement are required to advance to the next class after the series in which they earned their advancement points.

Class advancement points are assigned for each race as follows:

- 1st place = 4 advancement points.
- 2nd place = 3 advancement points.
- 3rd place = 2 advancement points.
- 4th place = 1 advancement point.

2.4.6 A rider may voluntarily advance to the next class provided there are no objections from the Competition Committee or event organizers. A voluntary advancement has two events to try the new class and on the third event the advancement becomes permanent.

2.4.7 Except as allowed in (2.4.1), all class advancements are permanent. A rider may downgrade their class only with written permission from the Competition Committee.

2.4.8 Advancement from Ladies Junior to Ladies Intermediate can be a transitional year, where a Ladies Junior rider can race both days in the women's classes; but for one year only. Competition Committee will decide if the advancement is permanent or not.

2.4.9 The Competition Committee will facilitate the automatic class advancement rules and any exceptions.

The threshold for class advancement is:

Beginner to Junior:  $1.0 \times \text{number of races finishing in top 20}$

Junior to Intermediate:  $1.5 \times \text{number of races finishing in top 20}$

Ladies Intermediate to Ladies Expert:  $2.0 \times \text{number of races finishing in top 20}$

Intermediate to Expert:  $2.0 \times \text{number of races finishing in top 20}$

+30B to +30A:  $2.0 \times \text{number of races finishing in top 20}$

+40B to +40A:  $2.0 \times \text{number of races finishing in top 20}$

Expert to Pro: Anyone can apply to the competition committee for PRO status.

Example: A Junior rider competes in four races and finishes 2nd, 3rd, 4th, and 18th. The rider's advancement points are  $3 + 2 + 1 = 6$ . This rider's threshold for advancement is  $1.5 \times 4 = 6.0$ . This rider will advance from Junior to Intermediate.

2.4.10 Riders will not be automatically advanced for placing in the top 5. Advancement will occur if criteria is met and rider lap times show they are competitive in the next class.

## 3.0 RACE PROCEDURE

### 3.1 Notice of Race

The Notice of Race should be in the form of a poster on the AMSA website at least fourteen (14) days prior to the event. The Notice of Race must specify sound testing, sign in times, gate fees (if any, which must also be specified on the race calendar). The Notice of Race should include the logo of the official Title and Gold sponsors, relevant dates and times, travel directions, and entry fees.

#### 3.1.1 Pre-Riding

**Pre-riding is prohibited with the exception allowed for a parade lap, or promoter members flagging the course.**

**Riders may not practice riding on the adult course five (5) days leading up to and on the day of the race. Penalty up to DSQ based on the competition committee's discretion.**

**Any concerns/complaints related to individuals pre-riding must be brought to the attention of the AMSA Offroad Competition Committee as soon as possible but no later than directly following the riders meeting. All concerns/penalties/disqualifications will be levied at that time prior to the start of the race.**

3.1.2 Pre-riding protests must be made prior to the race start. See Protest Procedure.

## 3.2 Course Marking

The race course is to be marked with ribbon as written below. Additional markings, such as direction arrows may be used to further clarify the race course.

- **Pink** on straight sections..
- **Pink** and **blue** together for turns, to the side of the trail to which the rider is to turn. Easy or low speed turns will have one **pink/blue** marking. High-speed turns will have three, evenly spaced **pink/blue** markings.
- Hazards and wrong ways will be marked in **yellow** ribbon and wrong ways may also be marked with a "W".
- Live and dead checks will be marked in **white**.

3.2.1 Distance markers (such as pie plates) will be prominently displayed on the course, with no more than 5-10 km between markers. These will be used to report the location of an injured rider.

3.2.2 The starting line must be wide enough to fairly accommodate the number of riders in each class and there must be adequate width from the starting line to the first obstacle to accommodate safe passing. Promoters must mark class rows with stakes and pie plates for ease of use.

3.2.3 Riders must remain on the marked race course at all times. Where markings exist on both sides of the trail, the rider must pass between the two markings.

3.2.4 Riders must exercise due care and control to avoid damaging course markings. Only event organizers may authorize changes to markings.

3.2.5 In the event of a severe traffic jam at an obstacle, a rider may exit the course only as far as necessary to clear the traffic jam. The race course will extend a maximum of 10 meters to the left or right of any single marking. The rider must re-enter the course at the point immediately following the traffic jam, or as near to it as is reasonably possible. On subsequent laps, the original course must be followed.

3.2.6 Where a motocross track forms parts of the race course or where motocross style course markings are in use (rope, banners, berms etc.), riders may not leave the race course. If a rider does leave the course in said areas, he or she must re-enter the course at or behind the point of exit, pit lane area excepted. Penalty for infraction: five positions in the event results.

3.2.7 Remote checkpoints may be incorporated into the race course. These may be live or dead checks. Checks must remain in the same location for the duration of the race. Dead checks will have two punches or items such as stickers, coloured zip ties, at the discretion of the promoter for riders to use. Live checks will be assigned two volunteers at each checkpoint.

Dead Checks must:

1. Check points must be preceded with white ribbon on both sides of the racecourse at a distance of 50 meters/150 feet. There must be an entire roll of white ribbon used at each dead check. The white ribbons may be at the same location as pink ribbons or closer.
2. The location of the checkpoint containing the punch will be marked with solid strands of white ribbon on both sides of the racecourse at a minimum distance of 10 meters.
3. The checkpoint and ribbons will be designed so it forces the riders to pass the punch
4. Checkpoint names/numbers must be identified on 12x12 plates at the punch location.
5. Checkpoints will not be set up on hills (climbing/descending/sides) or areas that have a good chance of being missed.
6. Promoters must provide pictures of each Dead Check to the Competition Committee for approval prior to the event commencing. Any checks that do not meet the requirements set within this rulebook will be ruled as null and void. [competition@amsaoffroad.ca](mailto:competition@amsaoffroad.ca)
7. If more than 20% of the racers miss the deadcheck because of it not being marked correctly, that deadcheck can be discarded by the competition committee.

3.2.8 Riders must come to a complete stop for their check person at all “Live Checks.” Riders must take care to exit “Live Checks” safely and without wheel spin.

3.2.9 The finish line is considered a “Live Check” with scoring lanes. No passing is allowed in the scoring lanes.

3.2.10 A racer who finishes and does not have the punch card will be disqualified. The racer can make an appeal to the Competition Committee “immediately” after finishing the race.

3.2.11 Event organizers must take reasonable precautions to prevent both accidental and intentional course cutting.

3.2.12 The goal of AMSA is to design rider-friendly courses with the aim of maximizing the number of 'B' riders who can successfully finish the race. It is the promoter's responsibility to take this into consideration when creating the course. For the 'B' course, promoters should ensure the difficulty level is appropriate for riders with intermediate skills, providing a course that is challenging but achievable. To confirm this, promoters should have a 'B' rider test the adult course and complete the loop within a reasonable time frame to assess its difficulty.

In contrast, the 'A' course should be designed to challenge more skilled riders, with increased technical difficulty and greater physical demands. The course should separate the skill levels, with the 'A' course providing a more demanding experience that tests advanced rider abilities. It is important that the promoter maintains a clear distinction between the two courses to ensure riders of different skill levels are appropriately challenged and have a course suited to their experience. A double A or gold loop can be added to the A loop to add more difficulty for top level riders

3.2.13 Pee Wee courses need to consider the length of course appropriate for bike size, terrain, and FUN FACTOR. The goal is to avoid excessive lap counts and still have the riders finish and build skill.

### 3.3 Start Procedure

A Mandatory Rider's Meeting will be held prior to the race to explain the racecourse markings, fueling area, and hazards. The start of the rider's meeting will be signaled using a horn. As announced at sign in, Rider's meetings will be located either on the starting line or at registration.

3.3.1 Though not required, event organizers may lead a “parade lap” of the racecourse or any portion thereof prior to the start of the race. No passing of the leader is permitted.

3.3.2 Riders are to assemble at the start line at the appointed time with dead engines.

3.3.3 Starts are DEAD ENGINE with Hands on Head. **Every bike in the starting compound, including racers, sweepers and spectators, regardless of the class currently starting, will have dead engines prior to the start of any class – with the exception of the Pee wee Classes.**

3.3.4 Riders must ensure they are starting in their correct class. Riders starting in advance of their proper class will be penalized one lap.

3.3.5 The start for each class shall be indicated by an air horn, raising of a start flag or a start gate.

3.3.6 The time clock for the A-classes will begin counting when the PRO class leaves the starting line. Each class will have its own, separate start with a minimum of 30 second intervals between each start. There will be a 30 min delay between starting the B classes from the start of the Mens Pro, to better space riders and give a clear track. This will allow for the A classes to have a 2.5HR cutoff based off the Pro class, and the B-classes will have a 2.0HR cutoff based on the 50+ class start.

3.3.7 An event's Cut-off Time(s) may be reduced to address environmental or safety concerns.

3.3.8 If a rider is having mechanical issues on the start line and cannot remedy within 30 seconds of his/her class starting, they will be asked to move to the sidelines to avoid disrupting the start of the next class.



3.3.9 The event organizers may elect to run an event in two separate competitions. For example, Mens Pro, Expert, Vet Master, Ladies Pro, +30A, +40A, Intermediate, and Ladies Expert classes during one time period and the balance of the classes during a different time.

## 3.4 Restarts and Stopping the Race

A false start occurs when a rider leaves the starting line prior to the signal. The penalty for a false start shall be a deduction of one lap in the results.

3.4.1 The only person authorized to stop a race is the Race Promoter or their delegate.

3.4.2 If an accident should occur on the start, where a rider cannot be moved in time to start the next class and there is no room to route the riders safely around, the remaining classes will not start until it is safe to do so. The remaining classes will have their start time adjusted to compensate for the delay.

3.4.3 Where a race is stopped, the positions of the riders at the last check over the finish line previous to the stop signal shall be considered the finishing positions; with the rider(s) responsible for the stoppage being moved to last place in the results.

3.4.4 If the race is restarted, the rider(s) shall start consecutively in the order set by scoring. Riders that did not complete a scoring lap will restart after the other riders.

3.4.5 If a race is stopped due to injury or apparent injury of a rider, said rider may not restart.

## 3.5 Finishing the Race

Event organizers will have a defined finish line and announce to each rider when they are finished the race. Riders that elect to stop participating in an event prior to being told they are finished must inform the scoring team that they are done and off the course. Failure of a rider to inform the finishing line personnel that they are dropping out of the race will result in a suspension of one race for the rider.

## 3.6 Start Orders

### SATURDAY

#### *A Classes*

ORDER	Class	Cut-off Time
1	PRO	2.5 Hours
2	EXPERT	2.5 Hours
3	VET MASTER	2.5 Hours
4	LADIES PRO	2.5 Hours
5	30A	2.5 Hours
6	40A	2.5 Hours
7	INTERMEDIATE	2.5 Hours
8	LADIES EXPERT	2.5 Hours

#### *B Classes*

9	50+	2.0 Hours
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10	60+	2.0 Hours
11	30B	2.0 Hours
12	40B	2.0 Hours
13	LADIES VET	2.0 Hours
14	JUNIOR	2.0 Hours
15	LADIES INTERMEDIATE	2.0 Hours
16	BEGINNER	2.0 Hours

## SUNDAY

### *Classes*

Order	RACE 1	TIME
1	Pee Wee Beginner	30 Min

Order	RACE 2	TIME
2	Pee Wee Expert	40min
3	Pee Wee Intermediate	40min

Order	RACE 3	HS
4	Kids Junior	1 hour
5	Ladies Beginner	1 hour
6	Kids Beginner	1 hour

Order	RACE 4	HS
7	Kids Expert	1.5 Hours
8	Sportsman	1.5 Hours
9	Kids Intermediate	1.5 Hours
10	Ladies Junior	1.5 Hours

## **3.7 Two Moto Format**

For a two-moto format event on closed courses, each moto will run up to a maximum of one hour. Olympic scoring will be utilized. Positions will be added together with the second moto position as the tie-breaker.

## 3.8 Safety

Promoters will have an ERP (Emergency Response Plan) in place prior to the event. A vehicle equipped for first aid treatment and trained personnel must be on hand for the duration of the race.

3.8.1 The course must be “swept” completely during the race and at the conclusion of the event to confirm everyone has returned.

3.8.2 Guidelines for Sweepers:

- A. Attend sweeper meeting
- B. Sign in & out with promoter appointed “Head Sweeper” for accountability
- C. Must sign for a High Visibility Vest and wear it while sweeping
- D. Be paired with a partner at all times
- E. Review ERP and carry a copy of race course map
- F. Get an Inreach from Promoter and check the functionality
- G. Carry tools and water
- H. No intentional interference with the race
  - a. do not follow friends or family
  - b. park off course to aid riders
  - c. pull over for fast approaching racers
- I. In the event of a bottle neck on course:
  - a. proceed to the lead rider and assist first
  - b. if a family member is encountered needing assistance, delegate your partner to help them in order to avoid a conflict of interest.
- J. In the event of an injured rider
  - a. stay with the rider and use the inreach SOS with serious injuries
  - b. notify race camp
  - c. send partner for help if required
- K. Avoid passing racers
  - a. except for emergencies
  - b. if required, do so safely
- L. Check in with scoring after each lap for accountability

3.8.3 Sweepers and promoters have the discretion to pull a rider from the course due to safety, ability of the rider, and time constraints. Sweepers are not meant to be riding your bike through the course.

## 3.9 Suggested Schedule

### Saturday

Sign in: 8:30-9:30 am

Riders meeting: 9:45 am

Race Starts: immediately following

### Sunday

Sign-In: 8:30-9:30a.m

Riders Meeting: 9:45a.m

Race Starts: immediately following

## 4.0 PENALTIES

## 4.1 Penalties- General

Except as otherwise stated in these rules, the penalty for a rules infraction is disqualification of the rider from the event. The Competition Committee may rule for a lesser penalty providing there is no reasonable objection from an affected rider.

## 4.2 Competition Committee

The Competition Committee is vested with the authority to review any infractions and shall apply its interpretation of the Rule Book on a case-by-case basis, in accordance with the established guidelines and procedures.

4.2.1 The Competition Committee will rule, by vote, on any disputes concerning hosting club or promoters, their events, and rider issues. In the event of a tie vote, an appointed representative of the hosting club will cast a tie breaking vote.

## 4.3 Protest Procedure

Any entrant may protest a decision made by the Promoter regarding the event's operations, as long as they are directly involved in the matter. However, no protest will be accepted against a statement of fact observed firsthand by a Referee (such as a sweeper or course marshal) or an Official (such as a promoter, event staff, or volunteer). This includes issues like false starts, course cutting, dangerous riding, or improper entry to or use of the course.

4.3.1 Protests must be in writing on the form provided by the Race Office Manager, submitted, signed and delivered by the rider lodging the protest and handed to a Competition Committee member or AMSA Race Office Manager.

1. Pre-Riding - protest against riders who have been witnessed pre-riding must be made prior to the race start. \$100 FEE
2. Scoring questions – within 30 minutes of the posting of the race in question (no fee necessary).
3. Rule Infraction – within 30 minutes of the completion of the race in question \$100 FEE.
4. Machine legality at the end of the race \$100 FEE.

4.3.2 Any protests regarding a RULE INFRACTION against a promoter or event, must be submitted in writing by person or email [competition@amsaoffroad.ca](mailto:competition@amsaoffroad.ca) no later than 48 hours after the event with supporting documentation.

4.3.3 Fees will be refunded if the protest is upheld. When a protest is not upheld regarding machine legality, all fees will be given to the owner of the machine.

## 5.0 HOUSE KEEPING

5.1 ALL DOGS MUST BE ON LEASH

5.2 PICK UP ALL GARBAGE