



2012 RED BULL AMA AMATEUR NATIONAL MOTOCROSS CHAMPIONSHIP

Revised: 11.22.11

A. RIDER ELIGIBILITY AND CLASSIFICATION

1. The following riders may enter the Open Pro Sport class only:
 - a. Riders earning 25 or less AMA Pro Racing Motocross points in either the current or previous year; and
 - b. Riders qualifying for an FIM MX1, MX2, MX3 Grand Prix event in the previous year.
2. The following riders are not eligible to participate in the National program:
 - a. Riders earning more than 25 AMA Pro Racing motocross points in the current or previous year;
 - b. Riders qualifying for an AMA Supercross main event in either the Supercross Lites or Supercross class in the current or previous year;
 - c. Riders qualifying for an FIM MX1, MX2, MX3 Grand Prix event in the current year.
3. Riders in the 250A and 450A classes are eligible to compete in the Open Pro Sport class. The Top 20 overall riders in the 250A, 450A and Open Pro Sport classes at the National will be eligible to obtain an AMA Pro Motocross License in the current and next year without further qualifications.
4. Riders earning a top 5 national ranking in the previous year WMX Championship may only participate in "A", Pro Sport, and Age divisions (excluding the Vet B/C class).
5. Riders who placed in the top 5 overall in the 250B (Stock or Modified), 450B (Stock or Modified), College B/C, or Vet B/C 30+, at the previous National and who are 16 years of age or older as of January 1, 2012, are not eligible to compete in a "B" class. Riders who placed in the top 5 overall in a "Schoolboy" class (Schoolboy 1 or 2) at the previous National and who are 16 years of age or older as of January 1, 2012, are not eligible to compete in a Schoolboy class.
6. Riders who have ever been classified as a Pro, Pro Am, or "A" rider in a non-youth class, are not eligible for any "B/C" designated class, **unless reclassified as a "B" or "C" rider by the AMA**. Supplemental Rule 4 does not apply to these classes.
7. Riders may not participate in a "C" class if they have ever:
 - a. Participated at the National in any previous year in any class (**with the exception of riders participating in the Youth Beginner classes in 2011**);
 - b. Received any type of OEM factory support in any class;
 - c. Earned a Rider Performance Value (RPV) of 15.0 or higher the previous advancement year (11.1.2010-10.31.2011) in any class, including youth divisions; or
 - d. Competed in any C or youth division at the age of 12 years or older prior to January 1, 2010 and had an RPV or calculated RPV of 11.0 or higher the previous advancement year (11.1.2010-10.31.2011) in 6 or more events.For more information regarding "C" class eligibility and to check RPV status, see www.amaracing.com.
8. Once qualified for the National, riders may not voluntarily advance in class prior to competing in the National.
9. Riders participating in motocross competition events outside of the US should verify eligibility in the National program prior to participating in the National program by contacting the AMA at 1.800.AMA.Join.
10. Challenges to rider eligibility must be in writing and sent certified mail, U.S. postmarked no later than **June 30, 2012**. Rider eligibility protests after this date will be accepted at the sole discretion of MX Sports.

B. MACHINE ELIGIBILITY AND CLASSIFICATION

1. Riders may ride a stock motorcycle in a modified class.
2. **2013** model machines are NOT eligible in any class.
3. **The 51cc (4-6) Stock Limited class is limited to the following models: Honda CRF50, KTM Mini Adventure, Suzuki PJ50 and Yamaha TTR50.**
4. **To be eligible for a STOCK CLASS, the following cannot be changed or modified:** Internal engine components, electronics, frame, carburetor, air box, swing arm, rim size, wheel hubs and exhaust system. Cylinder re-plating is allowed but must retain the original manufacturer's bore. Changes to carburetor jetting are allowed. Clutch plates, pistons and piston rings may be accessory items so long as they maintain the stock shape, design and material of the OEM parts. High compression pistons are not allowed. All other internal engine components must be stock OEM parts. Material may be added to the existing frame for strength, including welding. OEM front and rear suspension can be altered with internal modifications only. Shock linkage and suspension spring rates may be changed to any commercially available part. Changes/modifications to the silencer are allowed for the sole purpose of complying with current sound requirements.

Any items not listed above may be changed or modified. Violations of the stock class rules as determined by the protest process or by the referee of the event will result in a disqualification from the class, or at the Qualifier level, assignment to the appropriate class. A second violation will result in a disqualification from the class and a suspension from AMA competition for one year. Changes that are cosmetic in nature are allowed, so long as there is no performance advantage.

5. **In addition to the above AMA Stock Rule, the following apply to the Stock classes for the AMA Amateur National Motocross Program:**
 - a. Parts/components that may be replaced or added include but are not limited to: fuel filters, air filters, gas line, handlebars, crossbar pads, non-metal open-ended hand- guards, serrated foot pegs, lower fork leg protectors, spokes and nipples, decals, spark plugs, spark plug caps, sprockets, handlebar mounts, seat covers, upper triple clamp.
 - b. The kill switch on all 51cc automatic machines must be stock and fully functioning.
 - c. *51cc Shaft Class:* Oil injection systems must be present and fully functioning. Only oil may be put in the reservoir. Pre-mix gasoline is NOT permitted in the oil injection system.
 - d. Gaskets, backfire screens, O-rings or other components may NOT be removed. Port clean-up is NOT permitted.
 - e. Changes or modifications to the EFI Throttle Body are NOT permitted; Aftermarket ECU units are NOT permitted; Programming or mapping changes to the stock OEM unit are permitted.
 - f. Aftermarket front fork holeshot devices and metal hand guards are NOT permitted.
 - g. The lower/bottom triple clamp may NOT be changed.
 - h. Rims can be replaced with OEM or aftermarket rims of the same size and width.

C. REGISTRATION

1. Proof of age must be available upon request by MX Sports at any time.
2. For youth classes, age is based on the rider's age on **January 1, 2012** as stated in the AMA Rulebook. For all other classes, age is based on the rider's age as of **August 2, 2012**.
3. Riders under the age of 18 years must have a parent present or a duly notarized parental consent form, as required by the AMA Rules and Regulations in order to participate.
4. Riders may participate in only two classes at the National.

5. Riders may attempt to qualify at the Area Qualifier and Regional Championship levels in the following multiple classes; however, at the National only one class may be chosen between them:
 - a. Any 51cc class
 - b. Senior (45+) and Masters (50+)
 - c. Girls (12-15) and Girls (9-11)
6. International riders registering for the National final should do so by online registration or by sending the National Entry Form by express mail. MX Sports is not responsible for failure to receive entry.

D. NATIONAL NUMBERS

The National number plate and number color scheme shall be:

CLASS	PLATE	NUMBER
"A"	White	Black
"B"	Yellow	Black
"C"	Black	White
Masters 50+	Gold	Black
51cc (4-6) Shaft	Blue	White
All other classes	White	Black

E. PROTEST FEES AND PROCEDURES

1. The following protest fees shall apply at the National:
 - a. Visual Protests: \$100 per item or component protested
 - b. Technical Protests: \$100 per item or component protested
 - c. Plus the following if applicable:
 - i. Tear down Fees: \$200 Two-Stroke/\$500 Four-Stroke
 - ii. Required Engine Removal \$100
 - iii. Fuel Test Deposit: \$325
 - d. Administrative Protests: \$100 per incident
2. In the event of a technical protest involving a teardown or removal of the engine from the frame, the protested rider may elect for the inspection to occur either before or after the final moto involving the protested machine. In the event the inspection is made after the final moto, the machine will be impounded between motos and/or the engine sealed pending the inspection, with the exception that minor repairs and maintenance may be made under MX Sports supervision.
3. The claiming rule value is two times the Manufacturer's Suggested Retail Price (MSRP) at all Qualifier, Regional and National events.

F. QUALIFYING PROCEDURES

1. Qualifying for the AMA Amateur National Motocross Championship:
 - a. A two-step Area Qualifier and Regional Championship program shall apply for all regions.
 - b. Riders may enter a total of 4 classes at the Youth Area Qualifier and Regional levels.
 - c. Riders may enter as many Area Qualifiers in as many Regions as they like.
 - d. At the Area Qualifier level, riders must receive a finish position in at least one moto in order to advance to the Regional level.

2. Riders who qualify in more than one Regional Championship will advance to the National from the rider's "home" region. If the rider did not qualify from his home region then the selection will be from the Region in which the rider had the better finish. If there are multiple equal finishes, then the rider will be selected from the Region in which he first qualified. All riders will move up one position in the Region in which a rider was not selected due to qualifying in more than one region.
3. Alternate selection at the National is based on a Power Ranking, calculated as follows: *Finish position divided by number of riders in the class; Multiply the result by 100 and then subtract from 100.* The higher Power Ranking value will determine the alternate selection.
4. Area Qualifier Advancement: Among those trying to qualify, the riders finishing in the top positions listed below are guaranteed to advance from Area Qualifiers to Regional Championships. (See chart below).
5. **Regional Qualifier Advancement:** In some geographic regions there may be more than forty riders eligible to participate in the Regional Championship. If there are more riders at the Regional than the starting gate can accommodate, then qualifying races will be run. Riders finishing in the top positions listed below are guaranteed to advance from the Regional Championship to the National, the following classes excepted: Senior 45+; Masters 50+; 51cc Limited; 51cc Shaft; Girls (12-15); and Girls (9-11). A minimum of 50% of the guaranteed qualifying positions from each Regional will advance to the National, regardless of the rider's power ranking.

Regionals	Advance from Area	Advance from Regional	17.1 Senior 45+	17.2 Masters 50+	18.1 51cc Limited	18.2 51cc Shaft	32.1 Girls (12-15)	32.2 Girls (9-11)
Northeast	TBA	7	5	3	3	5	5	3
Southeast	TBA	7	5	3	3	5	5	3
Mid-East	TBA	7	5	3	3	5	5	3
N. Central	TBA	6	4	3	3	4	4	3
S. Central	TBA	6	4	3	3	4	4	3
Northwest*	TBA	4	3	2	2	3	3	2
Southwest*	TBA	5	4	3	3	4	4	3