

# *ANCHORAGE RACING LIONS MOTOCROSS*



**2024 City Series Rule Book**

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# 1. CLUB FEES, RIDER CONDUCT, AND ELIGIBILITY

## 1.1. CLUB FEES

All riders participating in Anchorage Racing Lions (ARL), Kenai Peninsula Racing Lions (KPRL), and Fairbanks Motorcycle Racing Lions (FMRL) sanctioned races are not required to be members of the Racing Association or any other Racing Association participating in the Alaska State Championship Series. If a racer is not part of the 3 participating state series clubs there will be extra fees per class at sign-ups. Proof of a current state series participating Lions Club Membership cards must be shown for extra fees to be waived.

### 1.1.1. Membership Fee

\$185 per rider

### 1.1.2. Family Membership Fee Cap

\$500 per family (Same household)

## 1.2. RACE FEES

### 1.2.1. Members:

\$40 per class, payouts are based on \$35

### 1.2.2. Non-Members:

\$65 per class, payouts are only based on \$35 dollars. Riders may only race as a non-member for two race days per season. (Pit Bike ONLY riders are exempt and may race the Pit Bike class as a non-member the entire season). Non-member racing is intended solely for those who are trying Motocross and are not sure they want to commit to an entire season. Do NOT receive series points but can receive awards for the day.

### 1.2.3. Riders must register online prior to 8 A.M of the race day or a \$5/class late entry fee will be assessed.

## 1.3. ELIGIBILITY

1.3.1. No rider under the age of 18 in the state of Alaska may compete without signed written consent of a parent or legal guardian. Parent or legal guardian MUST always remain present while a minor participates in a sanctioned race or practice. Proof of age is required at registration. (EX: Birth

Certificate, Military ID, and Driver's License...)

- 1.3.2. 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.
- 1.3.3. The rider must be able to always maintain safe and proper control and stability of the machine. If a rider has sustained an injury, he/she will report to the Referee and Medic 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 alongside the Track Medical Crew.

#### 1.4. CONDUCT

- 1.4.1. Riders are responsible for the actions of his/herself, family, pit crew and pets and is expected to conduct themselves in a sportsmanlike manner.
- 1.4.2. No rider, family or pit crew may be in possession of or under the influence of alcohol or recreational drugs of any nature before or during the races.
- 1.4.3. No rider shall at any time ride in a manner that endangers his/her safety, the safety of other riders, officials, or the public.
- 1.4.4. 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 or State Board.
- 1.4.5. All dogs must be kept on a leash not to exceed four feet, always. We follow MOA guidelines, if a dog is found without a leash the rider will be given a verbal warning, second offense could result in a call to animal control. This a huge hazard to racers.
- 1.4.6. 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.

- 1.4.7. 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.
- 1.4.8. Anyone operating an offroad, motorized, vehicle in the pit area, on the track, in the parking lot, or anywhere within Jodhpur motocross park boundary, must always wear a helmet. Failure to comply will result in penalties assigned by the race referee and ARL Board.
- 1.4.9. Pit riding shall be kept to the minimum required to get from your pit to the gate. Speeds should be slow and at no time should anything other than 1st gear be used and a helmet is always required. No Pit Bike riding, including Surrons, will be tolerated during track maintenance or during race day exceptions for parents assisting their riders, parents may ride to or from the gate and **must** be wearing a helmet.
- 1.4.10. 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.
- 1.4.11. Any riding outside of the 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 and bicycle trails in surrounding area of track
  - The road east of the upper parking lot, and any other areas designated by Racing Association.
- 1.4.12. 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.
- 1.4.13. 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 and may not go speak to finish line or caution flaggers while a race is in progress.

## 2. PROTESTS

### 2.1. On Track or Race Related Protests

2.1.1. "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 and 65cc classes can be made by the riders' parents or authorized legal guardian). Protests must be made on official protest form and must be turned into referee within two hours after the moto. The Referee will assemble a protest committee comprised of three Racing Association board members who will rule on the protest. The presence of the protester and the protested is required in order for a protest to be dealt with (if it involves child then parent is required to attend). The Referee will ensure that committee members are not associated with the class, rider, or sponsor of rider 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/State Board interpretation of the rulebook is final.

### 2.2. Procedural and Other Protests

- 2.2.1. Procedural protests or those concerning rules or scoring must be submitted in writing, on official form, 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.
- 2.2.2. All engine size protests; will be ruled on by the Referee/State Board and no committee will be required.
- 2.2.3. All protests (Not having to do with scoring) will be made within two hours from the completion of the moto in question.
- 2.2.4. For administration of protests at State Championship events,

see “State Championship Supplement” at end of rulebook.

### 3. EQUIPMENT STANDARDS

The following equipment standards must be met 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.

#### 3.1. General Standards

- 3.1.1. The throttle must return freely to the off position.
- 3.1.2. Brakes must be in good working order.
- 3.1.3. 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.
- 3.1.4. Repaired, cracked, or broken handlebars are prohibited.
- 3.1.5. Control levers must have ball ends.
- 3.1.6. 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.
- 3.1.7. No lights, license plates, kick stands; brackets, mirrors, glass or any equipment constituting a hazard to the rider or other competitors will be allowed.
- 3.1.8. Both front and rear fenders must be securely fastened at the start of the riders practice session and before each race.

#### 3.2. Number Plates

- 3.2.1. 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.
- 3.2.2. The number plates shall be of contrasting colors, clear, legible and have a professional appearance. All numbers must be the same style.
- 3.2.3. All riders must display their number assigned by the Racing Association. Previous year’s 50cc, 65cc, and Expert class State Champions can carry the #1 plate. The riders that placed 2nd

through 9th in the previous year 50cc, 65cc 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.

- 3.2.4. Riders assigned numbers in the previous season will automatically retain that number from one season to the next provided they pay their membership dues. Numbers are saved for one year post membership, riders must claim their number by the following year's first state race of the season in order to retain their number. EXAMPLE: John has #45 in 2011, he does not race in 2012, #45 is held for John until the first scheduled state race of 2013, if it is not reclaimed by John at that point, then the number will be available to a new member to claim.
- 3.2.5. All "new" riders will choose from any available number on a first come first served basis, the numbers list is shared statewide.
- 3.2.6. NUMBER "14" IS RETIRED IN MEMORY OF GUNNER SWAN.
- 3.2.7. NUMBER "25" IS RETIRED IN MEMORY OF KELLY DOLPHIN.
- 3.2.8. NUMBER "31" IS RETIRED IN MEMORY OF ANDY ANDERSEN.
- 3.2.9. NUMBER "50" IS RETIRED IN MEMORY OF DALLAS CEBULSKI.
- 3.2.10. NUMBER "294" IS RETIRED IN MEMORY OF LUKE MRUGALA.
- 3.2.11. 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 moto or race event, he or she forfeits all points and awards for the race day.
- 3.2.12. If not otherwise addressed in this rulebook, AMA Amateur Mod rules for dirt bikes shall be followed. (See [www.americanmotorcyclist.com/Libraries/Racing\\_Documents/2011\\_AMA\\_Racing\\_Rules.sfb.ashx](http://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)

### 3.3. Competition Apparel

- 3.3.1. A helmet must be worn and always secured 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.
- 3.3.2. Goggles or face shields must be worn at the start of each practice or moto.
- 3.3.3. Protective long pants and long sleeve jerseys must be worn when riding.
- 3.3.4. Footwear, a minimum, of 8 inches high and specifically designed and constructed for motorsport use must be worn.
- 3.3.5. Chest protectors and other protective gear are strongly recommended for all riders. Chest protectors are required to compete in the 50cc, and 65cc classes.

## 4. MOTO FORMAT AND RACE RULES

### 4.1. Moto Classes & Format

- 4.1.1. 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.
- 4.1.2. The format for motocross consists of two moto's, the length of each moto per class are as follows and subject to change on race day:
  - 50/65 Novice - (4 laps)
  - Novice classes 85 and above- (6 laps)
  - Intermediate classes 65 and 65 Expert and above- (5 laps)
  - 85 Intermediate and above (7 laps)
  - Expert classes 85 and above- (8 laps)
  - Pro Class- (9 laps)
  - Pit Bike - (4 laps)
- 4.1.3. Predetermined moto lengths may be changed at the direction

of the Race Marshall. Riders will be notified at the end of the first half, during intermission, and prior to the start of the second half.

## 4.2. Race Rules

- 4.2.1. The track is closed during grooming and once grooming begins is closed until the race day. Any unauthorized member found riding on the track will be disqualified from the next day's race.
- 4.2.2. Machines will be in first gear and moving slow through the pits to your gate. When riders reach the track entrance they must ride directly to the starting line, under caution flag environment. 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 backwards.
- 4.2.3. Any rider leaving the boundaries of the prescribed track as defined by track markings shall reenter the track in a safe manner that does not give the rider any advantage. 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.
- 4.2.4. No race shall be conducted without the presence of certified first aid personnel.
- 4.2.5. The machine that leaves 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, unless all other riders in that class agree to allow the rider to race another qualified bike. A rider may change in kind any component of the qualified machine except for the frame.
- 4.2.6. 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.
- 4.2.7. 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 whichever class is appropriate for their skill level.

- 4.2.8. Practice will consist of a minimum of two laps, weather permitting.
- 4.2.9. Gate positions will be determined on a first come basis. The bike and rider must be at the gate to reserve the gate. 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 chose 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.).
- 4.2.10. Riders must be at the gate by the halfway point of the moto prior to their moto or will be bypassed for gate pick.
- 4.2.11. Only riders of the first gate drop are allowed on gate prior to moto. All others must be at least a bikes length away from gate. Riders who refuse to abide by this rule will be penalized by starting their moto backwards on the gate.
- 4.2.12. 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.

#### 4.3. Method and Procedure for Starts/Stops:

- 4.3.1. All starts will be made with a mechanical device, flag, or mechanical gate.
- 4.3.2. 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.

- 4.3.3. 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 backwards 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.
- 4.3.4. 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.
- 4.3.5. In the event of a false start, the starter will display the red flag to stop the race as soon as practical.
- 4.3.6. If the race is stopped for any reason with less than 60% of the moto length or laps at the finish line 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 finish line on the lap prior to stoppage of the race.
- 4.3.7. A race can be stopped under the following conditions:
  - 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.
  - At the request of the medic when attending to an on-track injury is difficult or impossible with race in progress.
  - Any unforeseen or uncontrollable hazard deemed justifiable by the Referee or Starter.

## 4.4. Official Flags

- 4.4.1. 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
- 4.4.2. Riders may not remove their helmet while on the track or in  
the process of leaving the track unless it is for emergency  
purposes. Violation of this rule can result in a 1 lap penalty in  
the moto in which the infraction occurred.
- 4.4.3. FAILURE TO HONOR A BLACK FLAG WILL RESULT IN  
IMMEDIATE DISQUALIFICATION**
- 4.4.4. 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.**
- 4.4.5. RIDERS MAY NOT PASS ANY OTHER RIDER, TO GAIN A  
POSITION OR OTHERWISE, UNDER A CAUTION FLAG  
ENVIRONMENT.**
- 4.4.6. 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.**

## 4.5. Race Officials

- 4.5.1. 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.

- 4.5.2. 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.
- 4.5.3. 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.
- 4.5.4. The race official will ensure no changes are made to the track between practice and races. Other than surface grooming or hazard corrections.

## 5. CLASSES

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

### 5.1. Engine displacement classes shall be as follows:

<b>Class</b>	<b>2-Stroke Engine Size</b>	<b>4-stroke Engine Size</b>
50cc	50cc or less	50cc or less
65cc	51cc-65cc	110cc or less

85cc	80cc-85cc	91cc-156cc
Youth	124cc-250cc	250cc-450cc
Super-mini	80cc-112cc	91cc-156cc
Novice	122cc-250cc	251cc-450cc
250cc	122cc-150cc	149cc-250cc
450cc	124cc or more	248cc-450cc
Pro Class	124cc or more	249cc or more
Women's Class	80cc or more	80cc or more
Girl's Class	65cc – 112cc	65cc – 150cc

5.1.1. For ELECTRIC mini bikes, class will be determined by rear wheel size – 10 inch required for 50cc, 12 inch required for 65cc.

5.1.2. Any rider competing in an event may file a protest to the Referee regarding the engine displacement of another rider's machine.

5.1.3. The protest must be on an official "ARL Racing Protest Form" and accompanied by a \$150 fee against a 2 stroke or \$300 against a 4 stroke plus total market price of rebuild. 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 after 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.

5.1.4. The following formula will be used to determined displacement:  $V = B^2 \times H \times .7854$  times H; 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.

## 5.2. SKILL CLASSES

- 5.2.1. Novice- New racers with some riding experience and riders who have not met advancement requirements to the Intermediate class.
- 5.2.2. Youth-Novice and Intermediate racers with some riding experience and riders who have not met advancement requirements to the expert class. RIDERS MUST BE 16 OR YOUNGER. Novice and Intermediate riders with approval upon sign up. If you choose to race Youth as an intermediate you are not allowed to ride PRO.
- 5.2.3. Supermini- Intermediate and Expert riders only. (No novice riders allowed. No exceptions)
- 5.2.4. Intermediate- Experienced or skilled riders and riders who have met the advancement requirements from the novice class.
- 5.2.5. Expert- Advanced riders and riders who have met the advancement requirements from the intermediate class.
- 5.2.6. Classes shall be further defined as follows, with age determined as of January 1st of the race year:

50cc	9 or under
65cc	11 or under
85cc	15 or under
Super-mini	16 or under
Youth	16 or under
Vet class	30 and above
Masters class	40 and above
Senior Vets	50 and above
Girls Class	9 to 14
- 5.2.7. All classes are offered at the discretion of the Racing Association. Some engine displacement, skill and age classes may not have enough 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 enough riders to be divided into skill levels, they will be separated by engine displacement only.

5.2.8. No rider may participate in different skill classes. The only exception is:

- A rider currently competing in the 85cc or less and Women's Classes may ride in the novice class when moving up to a bigger displacement class, if the riders skill level and confidence is appropriate for the novice class. However, the rider is still subject to "Mark" rules and may be moved up to intermediate, during the season and may result in loss of some points, if that rider doesn't immediately move up voluntarily.

5.2.9. Riders in 50cc, and 65cc who wish to ride their smaller displacement motorcycle in a higher displacement class to gain more track time and experience may do so, but they must stay in the same skill level.

- Riders who ride a smaller displacement motorcycle up in a larger displacement class are not eligible for championship points or awards.

5.2.10. A rider may enter two or more classes when both he/she and his/her machine(s) meet the qualifications of the classes entered.

5.2.11. Pro class is limited to intermediate and expert riders." Riders in "Youth" class **may not** compete in "Pro" class.

### 5.3. Advancement

5.3.1. One "mark" will be awarded per every three riders signed up in a class per moto (nine riders signed up, 1st, 2nd and 3rd place riders will be awarded a "mark").

5.3.2. Once a rider has obtained three "marks" with one of those marks being an OVERALL 1st that rider will go under review by board for advancement to the next racing division.

5.3.3. 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.

- 5.3.4. 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).

- 5.3.5. A rider moving up in class voluntarily or by the direction of the Referee/State Board 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 MARK OUT
Before 2 <sup>nd</sup> race	100%	100%
Before 3 <sup>rd</sup> race	90%	85%
Before 4 <sup>th</sup> race	80%	65%
Before 5 <sup>th</sup> race	60%	0%

- 5.3.6. Any rider voluntarily moving up in class after their fifth race will enter the higher class with zero points.
- 5.3.7. Once a rider has advanced to higher class, he/she may not return to a lower class unless the 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.

## 6. TIMING, SCORING, POINTS, AND AWARDS

### 6.1. Transponder System

6.1.1. The transponder system is the official race results and scoring method. There will be one lap counter keeping track of laps manually in the event of power loss or malfunction of the transponder system. The manual lap count sheet will be used for this purpose ONLY.

6.1.2. Racers are REQUIRED to have a transponder for motos. Transponders can be purchased or rented on a first come first serve basis.

6.1.3. Race results will NOT be modified for racers who fail to have a properly functioning transponder on their motorcycle or for racers who transponders fail due to user error during a race.

Exceptions to this rule include:

- Events occurring during a race which permanently damages the transponder or results in the transponder breaking free from the motorcycle.
- Loss of power or malfunction of the transponder timing loop or data acquisition system.

6.1.4. It is the responsibility of the racer to ensure they have a transponder firmly and correctly mounted to their motorcycle and that the transponder is charged and activated prior to the start of a race.

6.1.5. Racers who do not start a race with a functioning transponder are not eligible to receive points, payouts, awards, hole shot awards or any other acknowledgement of participation in that race, regardless of their race result or standing in the championship points series.

- 6.1.6. The transponder system will be operational for practice, and it is the racers responsibility to ensure their transponder is functioning properly.
- 6.1.7. The club is not obligated to provide charging stations for individually owned transponders, it is the racers responsibility to ensure their transponder is charged prior to raceday or to provide charging capability during the race day. A fully charged transponder lasts up to 4 days.
- 6.1.8. The club may use lap times gathered from the transponder system to justify forcing a racer to move up a skill level in the event the racer fails to make the move voluntarily. If your lap times are comparable to the class above you, you may be forced to move up or forfeit points for races.
- 6.1.9. Due to safety and visibility concerns the finish line flagger may not be in the same spot as the timing loop and the timing loop is the official point of lap count, not the finish line flagger. The timing loop is located at the base of the face of the finish line jump.

## 6.2. Points

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

- 6.2.1. For the daily overall awards riders will receive one point per finish position. The rider with the least number 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.
- 6.2.2. 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

### 6.3. Scoring

- 6.3.1. To successfully receive the appropriate points, a rider must have first completed at least half the number of laps completed by the winner of their class and then ride, push, or carry his/her motorcycle past the checkered flag on the racecourse. 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 the class.
- 6.3.2. D.N.F. (Did not finish); Riders who leave the gate under motorized power but do not finish (see3a) the race will receive no points and will be scored as receiving a D.N.F.
- 6.3.3. D.N.S. (Did not start); Riders not starting a moto will not receive any points.
- 6.3.4. 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.
- 6.3.5. At the sole discretion of the Referee (or State Committee at State Championship events) a class may be scored from one moto.
- 6.3.6. 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.

## 6.4. Awards

- 6.4.1. All classes except for the Expert and Pro classes will be awarded trophies, plaques, or medals. The Expert and Pro classes will be awarded money.
- 6.4.2. Novice, and Intermediate class trophies will be awarded to 1st, 2nd, and 3rd place.
- 6.4.3. Sign Ups Per Class Are \$40 For Members and \$65 for Non-Members but the pay outs will only be based on \$35 as the remaining amount is for end of the year awards.
- 6.4.4. Entry fees for intermediate, expert, and pro classes are to be distributed as money prizes per moto in accordance with the following schedule (amounts shown as percentages):
  - Intermediate – 25%
  - Expert - 50%
  - Pro – 100%
- 6.4.5. All money prizes will be rounded to a full dollar amount.
- 6.4.6. Each race sanction will have a graph explain dollar amounts and pay outs as their race box for anyone who needs clarification.
- 6.4.7. 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).

## 7. MISCELLANEOUS

### 7.1. Other Fees

- 7.1.1. 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 the extra \$25 fee per class they sign up for per day and will not receive points as a non member.

- 7.1.2. 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.
- 7.1.3. Anyone registering after 8:00 AM must pay a predetermined late registration fee. (State) Late Fees will be determined by the race board of where the race is being held. Entry fee refunds will not be made after practice has started. (NO EXCEPTIONS)
- 7.1.4. 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 and if approvable by the Lions International.

## 7.2. RACE SERIES

- 7.2.1. 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 five out of the eight events to qualify for year-end awards.
- 7.2.2. The Racing Association will co-sanction eight events (four two- day weekends) that will constitute the Alaska State Championship Series. Riders will be scored from all events and must compete in five 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.

- 7.2.3. Other special event races or series may also be sanctioned by the Racing Association as deemed warranted by the Racing Association Board of Directors.

## 7.3. THE ASSOCIATION

- 7.3.1. 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.
- 7.3.2. 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.

## 7.4. MEDIA

- 7.4.1. All media personnel must check in with the track president to get a vest and sign waiver. Any drones used for media shall be inspected by track president or official for the safety of riders and attendees. It will be at the discretion of the track president if the drone will be allowed to hover over the track during a race.