2027 ATVMX NATIONAL CHAMPIONSHIP
SUPPLEMENTAL RULES

*These Rules supplement the current AMA Racing Rulebook, which governs amateur ATV racing. Current AMA or ATVA members in good standing may compete. For the 2027 AMA Racing rulebook, go **HERE**.*

Revised: 11.23.26

A. RIDER ELIGIBILITY AND CLASSIFICATION

1. **Pro-Am Class:**
   a. AMA Pro licensed riders (excluding former AMA Pro National Champions);
   b. Riders with a Pro-Am ranking;
   c. Riders with an AMA "A" ranking; and
   d. Official Discretion: Riders not meeting the above criteria will be considered on a case-by-case basis based on competition experience. Applications for eligibility under this criterion should be submitted in advance in order to avoid delay at the event. Submit applications to: rules@atvmotocross.com.
   e. Class purse: Top 3 overall positions/event.
2. **Pro Sport Class:**
   a. Riders with a Pro-Am ranking;
   b. Riders with an AMA "A" ranking; and
   c. Official Discretion: Riders not meeting the above criteria will be considered on a case-by-case basis based on competition experience. Applications for eligibility under this criterion should be submitted in advance in order to avoid delay at the event. Submit applications to: rules@atvmotocross.com.
3. **"A" Classes:**
   a. All "B" class champions from the previous year.
   b. Riders advanced according to AMA RPV. Riders should verify their AMA RPV status prior to competing in class.
   c. Riders with an "A" ranking in any motocross series. This applies to both AMA and non-AMA sanctioned events.
4. **"B" Classes:**
   a. All "C" class champions from the previous year.
   b. Riders advanced according to AMA RPV. Riders should verify their AMA RPV status prior to competing in class.
   c. Riders with a "B" ranking in any motocross series. This applies to both AMA and non-AMA sanctioned events.
   d. "B" class riders may only advance to an "A" or age division class.

5. **"C" Classes:**

   a. Novice skill level riders and riders that do not otherwise qualify as an "A" or "B" level rider are eligible for the "C" class. Riders should verify their AMA RPV status prior to competing in class.

   b. Riders who receive or have ever received any type of OEM factory support in any class are not eligible for the "C" class.

   c. "C" class riders may only advance to a "B" or age division class.

6. **WMX (201-450cc) Class:**

   a. WMX Racers must be **16 years** or older on the date of the event in order to compete.

   b. WMX racers are eligible to compete in any "A", "B", Women or age division class, unless otherwise ineligible.

   c. WMX racers are not eligible to compete in any Youth or "C" class.

   d. WMX past champions are not eligible to compete in the Women's class.

7. **Women (15+) (201-450cc) Class:**

   a. Riders must be 16 years old to compete on a 251-450cc machine.

   b. Riders 15 years old may only compete on a 201-250cc machine.

   c. WMX past champions are not eligible for class.

8. **Age:**

   a. For Youth classes, a rider's age on Jan. 1 will determine their age for the remainder of the year, unless they move to the next higher age class upon their birthday. A rider may not move to the next higher age class until their birthday. Once a rider moves to the next higher age class in AMA or non-AMA competition, they may not move back to the lower age class. Riders are encouraged to determine at the beginning of the points season/year the age class they will participate in for the points season/year. Points earned in a lower age class will not transfer to the higher age class. The AMA at its sole discretion, under special circumstances, may determine that non-AMA sanctioned events may be exempt from this rule. (Note: This is a rule change.)

   b. For Amateur classes, age is based on the rider's age as of the day of the event. However, amateur riders who change age during the year may stay in the class they started the year in or may advance to the older division.

   c. For Amateur classes, riders must be 16 years or older on the date of the event in order to compete on any size machine in any class (excepting the Women's Class).

9. **Advancement:** Amateur riders who participate in a higher classification (i.e., "A" or "B") at any AMA or non-AMA local or national event will be considered as advanced to that higher classification and may not return to the lower class.

10. **Changing Classes:** A rider may petition to move to a lower classification based on class finishes. However, in order to do so, the rider must first petition his/her AMA district and/or the AMA for reclassification and provide the race official with a copy of the granted petition, prior to racing in the lower classification.

11. **Former Pro Licensed Riders:** Riders who have ever been issued an AMA or FIM Pro Motocross license are not eligible for any "A/B", "B", "C", or the College (16-24) class.

12. **Youth Riders:** Youth riders may compete in an Amateur class so long as they are age-eligible and meet all other class requirements. However, Youth riders may not compete in an Amateur "A" class.

13. **Foreign Riders:** Foreign or Non-US citizens must obtain eligibility approval from the AMA prior to participating in the ATVMX National program at any event. Click **HERE** for AMA International License Eligibility Application.

B. MACHINE ELIGIBILITY AND CLASSIFICATION

1. **Class Descriptions:** Machine eligibility, including displacement limit and production requirements, will be defined in the Class Chart. **2028** models are not eligible in any class.
2. **Production Rule:** OEM motor and matching frame combination **model** required. Frame geometry must remain as designed by the OEM, including all suspension pivot points. Material may be added for strength but not removed from the OEM frame. Engine modifications, frame reinforcements, and aftermarket A-arms, swing-arms and suspension are permitted. No engine displacement reduction permitted.
3. **Youth Engine Displacement Reduction:** Engine displacement reduction is prohibited in Youth classes, with the exception of the Youth All-Star and Schoolboy Sr. classes as follows:
   a. The 450cc YFZR may be reduced to 400cc;
   b. The following must remain stock: intake boot, cam, valves, head and throttle body;
   c. Porting is prohibited;
   d. The following may be changed: exhaust, pistons, clutch components, and ECU;
   e. Full suspension modifications are permitted, including axle, shock, a-arm, and swing arm; and
   f. The reduced engine displacement must be stamped/marked on the cylinder.
4. **CVT:** Restricted to CVT or automatic transmission and automatic clutch. Machines must be able to idle in gear, with the machine at a full stop, without manually disengaging the clutch. No manual clutch; Single speed gearboxes only. Limited to the following for 90/70 CVT classes: DRR CVT, Apex CVT and Cobra single speed ~~production~~ models only.
5. **All Other Classes:** Engine and suspension modifications, frame reinforcements, aftermarket A-arms, swing-arms and custom frames are permitted in all other classes. **Production machines are eligible in all classes.**

~~6. **Advance Notice of Class Change: For 2027, the 70 Shifter and 90 Shifter classes will be replaced with the 65 Shifter and 85 Shifter classes. Please plan accordingly.**~~

C. EQUIPMENT

The AMA Equipment Standards List in the AMA Racing Rulebook, which governs amateur ATV competition, will be enforced. In addition, the following apply:

1. Maximum machine width is 50" in all classes.
2. **Tether cords** are required and must be properly attached.
3. **Nerf bars** or suitable floorboards are required.
4. It is *mandatory* that chest and back protection be worn by all competitors in all classes. The protector may be worn under or over the jersey, and it should cover the sternum anterior ribs, posterior ribs, and spine from T1 to T12. *2027 AMA Racing Rules, Section 1.2, subsection F.4.*
5. Control levers must have ball ends; axle nuts must have cotter pins or clips; glass components/lights must be covered; horns, bells or other sound devices are prohibited.

6. Extended after-market foot shifters must fold.
7. **Sound:** The maximum sound limit is set at 98dB/a for 2-Stroke and 96dB/a for 4-Stroke engines. The sound test designated shall be the SAE J1287 (aka ½-Meter) stationary sound test conducted at a fixed RPM of 4500 using either a vibrating or digital tachometer.
8. **Fuel:** Only petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814, may be used. All fuel must be stored in approved containers. E15, E85 or other 'flex fuels' not designed for production ATV's is prohibited.
9. Machines may be bored or stroked in order to increase engine displacement to the permissible limit, so long as the engine size is stamped on the case and the class limit is not exceeded, i.e., 400cc engine may be increased to a maximum of 450cc in the 450 class.
10. All machines are subject to random equipment inspections any time prior to, during or after the event. Displacement will be measured at the end of the meet.
11. The machine a rider competes on in the first moto/qualifier is the official machine of the rider for that event and may not be switched during the event. Provided, however, that the engine may be changed during the event, so long as it is replaced with an engine of the same make, model and displacement. Provided, further, that the Race Director or Chief Technical Inspector may grant permission to change the main frame if it is damaged or deemed to be unsafe for competition.

D. NUMBER PLATES

1. Machines must have number plates mounted on the front bumper and rear grab bar. Plates may not be mounted to the handlebars or be made of wood or metal. Vertical plates are recommended for single and two-digit numbers and horizontal plates for three-digit numbers.
2. Numbers must be a minimum height of 4-inch on the front and 4-inch on the rear plate. No other letters or symbols may be used except as indicated by the race official.
3. Number plates and numbers shall be of contrasting colors, clear, legible and have a professional appearance.
4. The top two inches of the front number plate are reserved for the series logo identification; the bottom two inches of the plate may be used for sponsor/rider identification.
5. Number Plate Color Codes are recommended as follows. Age and Women classes should use the color code based on skill level, i.e., A, B, C:

CLASS	PLATE	NUMBER
Pro-Am	Green	White
WMX	Blue	White
"A"	White	Black
"B"	Yellow	Black
"C"	Black	White
Youth	White	Black

E. REGISTRATION

1. A current **AMA Membership** is required in order to compete in any class.
2. **Medical Insurance:** Riders must have medical insurance coverage in order to compete. Proof of medical coverage is required upon request.
3. **Frame Numbers:** Riders must provide the last 4 digits of the frame number of their race machine at registration. Powder-coated frames must be stamped with numbers. In lieu of stamping a frame, frame stickers may be obtained from the race official. Frame stickers must be placed on the frame up under the hood or in a location where they cannot be easily removed. It is the responsibility of the rider to properly place the frame sticker.
4. Proof of age (i.e., birth certificate or driver's license) must be available upon request by the race official or at rider registration.
5. Riders must register for the race before riding their machine anywhere on the facility grounds.
6. Riders may not exceed first gear idle when traveling to/from their pit area and must always wear a helmet.
7. **Transponders:** Riders are required to have a MyLaps transponder in order to register. Transponders are required for every class at every event. Transponders can be reserved in advance online and will be available for purchase or rent at the event.
8. After registration, all machines must be taken through **Tech Inspection** prior to competing for the purpose of verifying machine width and tether cord. **Safety equipment and machine/rider eligibility are the sole responsibility of the rider.**
9. **Practice Groups:** Riders may only practice in groups in which they are eligible by skill level and their machine is eligible by size.

F. RACE FORMAT

1. The race format will consist of two motos per class with a combined overall result.
2. There will be no more than 20/21 riders per gate drop (based on capacity of the start gate). Motos/qualifiers may be stagger-start.
3. In the event there are 21 or more riders in a class, the following program will be used:
   a. Top 4 riders will be divided into equal qualifier groups based on current point standings, with the higher ranked riders being assigned to different groups to avoid all top ranked riders competing in the same qualifying heat, i.e., 1st and 2nd place in points and 3rd and 4th place in points will be in separate groups. This does not necessarily mean that 1st and 3rd will always be in the same division or 2nd and 4th will always be in the same division. The number of divisions will depend upon the number of entries.
   b. Riders who do not advance from the qualifiers are eligible to compete in the last chance qualifier (LCQ) races.
   c. Rider advancement from qualifiers and LCQs are as follows:

TOTAL ENTRIES	# OF DIVISIONS	ADVANCE TO MOTO 2	# OF LCQs	ADVANCE FROM LCQ TO MOTO 2
20 entries or less	1	ALL	0	NA
21 – 36 Entries	2	8	1	4

37 – 40 Entries	2	8	2	2
41 – 56 Entries	4	4	2	2
57 – 76 Entries	4	4	3	2/1/1*
**Fastest LCQ transfers two (2) riders; other two transfer one (1) rider each.*				

d. Riders advancing from the qualifier motos will transfer their earned points according to their finishing position, i.e., a rider finishing in 1st place will receive one (1) point, a 2nd place finisher will receive two (2) points, etc... Riders transferring from the LCQ will transfer their earned points according to the next finishing position, i.e., if 8 riders transferred from each of the qualifier motos, the winner of the LCQ will receive a 9th place position, and so on. In the event the 2nd moto is cancelled, points will be awarded based on finishing position in qualifying motos, followed by the LCQ finishing positions, whereas event awards will be awarded based on 2nd moto gate pics.

G. STAGING/START LINE PROCEDURES

1. **Gate Pics:**
   a. First moto gate pics for the **Pro-Am** class will be determined by one 15-minute timed qualifying session where the top 20 times will advance to Moto 1. If more than 20 riders, the top 16 will advance to Moto 1 with a 3-lap consolation race to determine the final 4.
   b. For all other classes, first moto or qualifier gate pics will be determined by computer draw.
   c. Second/final moto gate pics will be determined by first moto/qualifier finishing position, with the faster qualifier moto taking precedence.
   d. At the final round of the series, first moto or qualifier gate pics will be determined by the current Top 10 points standings, and the remainder by computer draw (excepting the Pro-Am class).
2. The Staging Area and Start Line are "No Smoking" zones.
3. Once a machine enters the Staging Area and is called to the Starting Gate, the machine will not be permitted to return to the paddock. If the machine is removed from the Staging Area after this point, the rider will not be permitted to start the race, unless approved by the Race Director.
4. Riders should accompany their machines to the gate. Once a rider pulls into a gate slot, they may not move to another gate unless directed by an official. Machines must be positioned straight and in the center of the gate. Youth riders may straddle ruts so long as a minimum space of 6-inches remains between riders. The back tires cannot rest on top the backstop.
5. Only the rider's designated Mechanic may accompany the rider to the gate. No other people are permitted on the Start Line. Sponsors and family may only visit in Staging, but not on the Start Line.
6. No one is permitted in front of the Start Gate. Absolutely no maintenance can be done to the area in front of the Start Gate.
7. The area between the Start Gate and the backstop may be groomed with hands and feet only – tools may not be used. Mechanics may not use golf shoes or cleats in this area. No dirt, water or other material may be added to the area between the Start Gate and the backstop. However, excess water can be removed from this area with cups, buckets or brooms.
8. Riders must start each race with their tether cord properly affixed.

9. The Start Procedure is as follows:
    - 2-Card will be held for 10 seconds
    - 1-Card will be held for 10 seconds
    - 1-Card will be turned sideways
    - Gate will drop between 2 and 5 seconds
10. Mechanics must step behind the backstop at the display of the 1-Card.
11. Riders may request a 2-minute grace period for *minor repairs* at any time prior to or during display of the 2-Card. Once the 1-Card is displayed, no additional time will be given. Only one grace period will be given *per moto*. Grace periods will not be given to clean equipment or for cosmetic purposes.

H. RACE PROCEDURES

1. **Pro, Pro Sport and WMX** motos will be held on Saturday; **Pro-Am** motos will be held Sunday. Site laps will be given for each Pro-Am and WMX moto. For all other classes, the 1st moto/qualifiers will be held on Saturday and 2nd moto/LCQs on Sunday.
2. To accommodate the 50cc classes, a shortened track may be used as necessary.
3. A rider leaving the course may continue the race by properly re-entering the course at the closest point to where the rider left the course, without gaining an advantage. If a rider leaves the course for any reason, the rider must immediately slow down to a safe speed so as not to endanger life or limb of other riders, crew members, officials, or the public. It will be the responsibility of the Race Director or his designee to determine whether the rider gained an advantage upon re-entry or failed to slow down after leaving the course. A rider may be determined to have gained an advantage without gaining a position.
4. A machine that leaves the confines of the racecourse boundary during a moto race will not be permitted to return to the racetrack.
5. Outside assistance to a rider on the course is prohibited except when the assistance is given by flag marshals or race officials for the purpose of control and safety. Mechanics may assist riders hung up on the starting gate; otherwise, Mechanics must remain in the Mechanics Area and may not enter or cross the track for any purpose. Once a race machine is hooked to a tow vehicle, it may not re-enter the competition for that moto.
6. **Radios** are permitted between pit crew members, but not with or between riders.
7. No rider may ride in such a manner as to endanger the life or limb of other riders, officials or the public. Riders will be penalized for the reckless operation of their machine or for running into an official.
8. **Unsportsmanlike conduct** or deliberate ramming, blocking, or intentional contact with another rider will result in a penalty.
9. **Team tactics** include blocking or allowing another rider to pass in order to affect the outcome of the race. Riders involved will be penalized.

I. RACE FINISHES

1. **Transponder** scoring is the official scoring process. The finish line will be marked and clearly visible.

2. **Race Finish:** The race officially ends for all contestants at the completion of the lap in which the checkered flag is displayed to the winner**.** Should the checkered flag be displayed later than the official distance, the finishing order will be decided based on the official advertised distance. Should the flag be inadvertently displayed for a rider other than the race leader, the end of the race will revert back to the last completed lap of the race leader.

3. **Finish Position:** Riders will be scored in order of finish and laps completed. It is not necessary to complete all laps to be scored. Any rider who makes at least one lap will get a finish position for that moto. (*Note: This differs from AMA Rules.)*

   DNF: A rider who starts the race but does not make at least one lap will receive a "Did Not Finish" or DNF. A DNF results in moto points equal to the total number of riders in the class, but not less than twenty (20).

   DNS: A rider who does not report to staging will get a "Did Not Start/Stage". A DNS results in moto points equal to the total number of riders in the class, plus thirty (30) points.

4. **Results:** A rider may question the results within the 30-minute period following posting of final results. After 30 minutes, awards will be given out and results will be final unless a protest is pending. Provided, however, that the issuance of official results does not exempt riders who competed in the event from penalties for rules violations issued by ATVMX Officials following the protest period.

5. **Awards** are given at the rate of (1) per (3) riders with a minimum of (5) awards per class based on event overall results.

J. NATIONAL NUMBERS

The top 10 numbers for each class are reserved for the top 10 ranked riders from the previous year. A rider with an earned number has the option to reserve a different number, if available. To reserve a number, click **HERE** or go to www.atvmotocross.com for rider requirements.

K. NATIONAL CLASS CHAMPIONSHIPS

1. To be eligible for a National Class Championship, a rider must enter the following minimum number of events in the same class. However, only the maximum number of events will be counted.

CLASS	MINIMUM	MAXIMUM
Pro-Am	5	7
Pro Sport	5	7
WMX	5	7
Amateur	5	6
Youth	5	6

2. Class Points will be earned based on overall results per event as follows:

1st	25		8th	13		15th	6
2nd	22		9th	12		16th	5

3rd	20		10th	11		17th	4
4th	18		11th	10		18th	3
5th	16		12th	9		19th	2
6th	15		13th	8		20th	1
7th	14		14th	7			

3. **Ties:** Ties for the class championship will be broken by the most first place moto finishes, then by the best overall finish in the final race of the season if necessary. Ties for all other class positions will be broken by the best overall finish in the final race of the season.

L. PROTESTS & PENALTIES

1. **Protests** must comply with the AMA Racing Rulebook. Protests must be in writing and delivered to the referee no later than 30 minutes after the results have been posted. The AMA Racing National Championship Protest Form will be made available by the Referee.
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 Event Organizer supervision.
3. For the Production Stock classes, the claiming rule value is 30 percent over the Manufacturer's Suggested Retail Price (MSRP). For all other Production classes, the claiming rule value is 100 percent over the MSRP.
4. **Penalties** will be assessed at the discretion of the race official based on the severity of the offense, and may include one or more of the following: position(s), lap(s), time adjustment, disqualification, suspension, loss of championship points, fine, probation, warning, etc. In the Limited classes, if a violation is deemed by the referee to be cosmetic in nature, with no performance advantage or willful misconduct involved, a warning or fine may be issued in lieu of disqualification.
5. At the discretion of the Series Manager, in the event of gross, reckless, or willful misconduct, a disqualification ("DQ") may not be used as a throw-away for National Class Championship eligibility.

M. PIT VEHICLES

1. Pit vehicles (golf carts, mules, utility quads) may be used by PERMIT ONLY. Permits may be purchased at Rider Registration.
2. No motorcycles, mini cycles, mini quads, or electric bicycles with a throttle (i.e., Surrons).
3. Maximum width is **65 inches** – no 6-wheel Gators, Razors or high-performance vehicles permitted, as determined in the sole discretion of the race official.
4. Operators must have a valid driver's license and be at least **18 years old**.
5. Pit Vehicle Speed Limit is **13 MPH**
6. Pit Vehicle Curfew is **10 PM** nightly, or as designated by the Event Organizer.
7. Pit vehicles are prohibited on the racetrack or anywhere inside the racetrack fence.

8. Pit vehicles may not be operated in a reckless, careless or dangerous manner, nor by anyone under the influence of alcohol. All passengers must be seated.
9. Pit vehicle use is a privilege and not a right, which privilege may be revoked or terminated for any or no reason at the discretion of event staff.
10. Penalty for violation of any of the above rules may include, but is not limited to, confiscation of pit vehicle and/or pit vehicle privileges, disqualification of racer, and/or ejection from facility.
11. Pit vehicle regulations and fees may vary depending upon the venue.