



Alaska State Motocross Rulebook 2026



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2026 Rule Revisions / Additions

1. **Chest and back protection** is required by all racers. No Exceptions!
 - a. 2026 AMA Racing Rules, Section 1.2, Subsection F.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".
2. **Engine Displacement Protests** now have to be submitted within 30 minutes of the moto that the protested bike raced in
3. **125 Allstar** has been added back into the rulebook with CC requirements
4. **Gloves** are required to be worn at all times when riding.
5. **Stark-Varg Bikes**
 - a. Must be locked in to the HP of said class they are running.
 - b. If you are found running in a higher allowable HP for said class you will be DQ'd from the moto / motos in question.
 - c. Any board member can request to see your HP history, or the HP you are running at any given time (they won't interfere with your racing time). Refusal to do so could result in a DQ.
 - d. 250 Class needs to be set 42HP or Below
 - e. 450 Class needs to be set 60HP or Below
 - f. Open classes like Womens, Vet, PRO are unlimited
 - g. Youth class needs to be set to 60HP or Below
6. (Added 2025) No **Helmet Communication** during races, only permitted during practice.

PREFACE

1. Alaska State Motocross-SANCTIONED EVENT

An Alaska State Motocross Sanction Agreement is issued exclusively by KPRL, ARL, FMRL in Kenai, Fairbanks and Anchorage, Alaska. An Alaska State Motocross sanctioned event is a competitive motorcycle race that must be organized and officiated in alignment with the standards outlined in this Rule Book. Any modifications to an event, including practice sessions, must receive prior approval from Alaska State Motocross 3 Clubs. Updates or revisions to this Rule Book may occur periodically.

The purpose of the Alaska State Motocross Rule Book is to establish clear procedures for running State approved events. Every participant is responsible for bringing any concerns or questions regarding officiating directly to the Alaska State Motocross Boards. Ultimately, each rider must ensure that both their behavior and their equipment adhere to all applicable rules, including any updates made over time. These rules are intended solely to guide the safe and fair operation of motorcycle racing; they do not and cannot guarantee protection from injury or death for riders, spectators, or others.

2. DISCLOSURE

FMRL, ARL, and KPRL are committed to regulating the sport of motorcycle racing as fairly and consistently as possible. All individuals involved in the State Motocross Series are expected to act professionally and to respect the rights and well-being of others at all times. The Competition rules serve as a framework for the proper administration of the sport according to uniform standards. Rules related to safety are created to increase awareness and promote safer conditions; however, Alaska State Motocross does not guarantee safety, even when the rules are followed, nor does it guarantee compliance or enforcement. Each competitor has a personal responsibility to evaluate the safety of the track, facilities, and conditions. By participating, every rider accepts and assumes the inherent risks associated with competition

3. THE ASSOCIATION

1. Alaska State Motocross is composed of KPRL, FMRL, ARL. All three are a Non-Profit Corporation composed of a body of dues paying members. The Board

of Directors is volunteers elected to the Board by the membership.

2. An annual meeting will be held in order to set any new rules, regulations or address any issues within the Alaska State Motocross Series. This meeting will be composed of the three track Presidents and the State Reps.

<p>Anchorage Racing Lions Board</p> <ol style="list-style-type: none">1. President<ol style="list-style-type: none">a. Daniel Chase2. Vice President<ol style="list-style-type: none">a. Gordon Helminen3. Secretary<ol style="list-style-type: none">a. Amanda Hawkinson4. Treasurer<ol style="list-style-type: none">a. Amanda Marshall5. State Rep<ol style="list-style-type: none">a. Amanda Hawkinson	<p>Kenai Peninsula Racing Lions Board</p> <ol style="list-style-type: none">1. President<ol style="list-style-type: none">a. Lacie Kelly2. Vice President<ol style="list-style-type: none">a. Kayla Lindeyb. Phil Celtic3. Secretary<ol style="list-style-type: none">a. Randi Whiteside4. Treasurer<ol style="list-style-type: none">a. John Mellish5. Grooming Director<ol style="list-style-type: none">a. Ricky Bailey6. State Rep<ol style="list-style-type: none">a. Zac Aragon
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<p>Fairbanks Motorcycle Racing Lions</p> <ol style="list-style-type: none">1. President<ol style="list-style-type: none">a. Craig Hill2. Vice President<ol style="list-style-type: none">a.3. Treasurer<ol style="list-style-type: none">a.4. Secretary<ol style="list-style-type: none">a.5. State Rep<ol style="list-style-type: none">a. Craig Hill

KPRL MOTOCROSS CHAMPIONSHIP

INTRODUCTION

This rulebook contains the sporting rules, technical requirements, administrative regulations, and a summary of offenses and penalties pertaining to rule violations which govern all KPRL-sanctioned events which are conducted as part of the Alaska State Motocross Championship. The Alaska State Motocross Championship is sanctioned by the KPRL, ARL, FMRL Boards and we follow the majority of AMA rules.

The Alaska State Motocross Championship is comprised of the following classes:

50cc Novice, Intermediate, Expert

65cc Novice, Intermediate, Expert

85cc Novice, Intermediate, Expert

Youth

Supermini

250cc Novice, Intermediate, Expert

450cc Novice, Intermediate, Expert

125cc Allstar

Womens Open

Girls

Vet Novice, Intermediate, Expert

Masters

Senior Vet

PRO Open

Information on the above classes can be found under its class section in the table of contents. Alaska State Boards hold the right to amend classes offered at any State sanctioned event if there are not enough racers in said class with a State Board vote. Motocross events are conducted on a closed outdoor course, including 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.

Should you have questions regarding these rules or regarding competition as affected by these rules, contact your local track board.

Riders and Eligibility

Eligibility

1. All riders participating in the Alaska State Motocross Championship Series are not required to be members of the Racing Association or any other Racing Association. If a racer is not a member of KPRL, ARL or FMRL there will be extra fees per class at sign-ups. If you are found signing up as a member but are found to not be a member there will be an additional fee and the risk of being disqualified from the race.
2. A rider will not be allowed to practice and/or race without fee payment. Once you have practiced for the day, there will be no refunds permitted
3. No rider under the age of 18 may compete without signed written OR digital consent of a parent or legal guardian. Parents or legal guardians MUST remain present at all times while a minor participant in a sanctioned race or practice. If requested by the State Board, proof of age must be verified by either a Birth Certificate, Military ID, Passport or Driver's License.
4. All Race participants must have a release form or digital form signed by their parent/legal guardian or if of legal age, themselves, on file with the racing association.
5. The rider must be able to maintain safe and proper control and stability of the machine at all times. If a rider has sustained an injury, he/she will report to the Referee 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.

FEES / COSTS

Race Fees

1. KPRL, ARL, FMRL Members

- a. \$50.00 Per Class

2. Non-Members

- a. \$65.00 Per Class

3. All payouts are based on a \$45.00 entry and the additional goes towards end of the year awards and a banquet.

4. A rider will not be allowed to practice and/or race without fee payment. Once you have practiced for the day, there will be no refunds permitted

Conduct

1. Riders are responsible for the actions of his/her self, family, pit crew and pets and are expected to conduct themselves in a sportsmanlike manner.
2. No rider, family or pit crew may be in possession of or under the influence of alcohol or illegal drugs of any nature before or during the races.
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. 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.
4. All dogs must be kept on a leash not to exceed four feet at all times. If a dog is found without a leash the rider will be given a verbal warning, second offense will be the racer starting backwards and 3rd offense will result in disqualification and be asked to leave the track property.
5. Offense accruals are over the series and not just the weekend. Example: You get your first offense on one weekend but you can get your second offense on another weekend.
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.
7. No one other than participating riders or race officials are allowed on the track during race day practice and races. The only exception is for parents or guardians of 50cc, 65cc, 85cc Novice, Girls and Womens classes and only in the designated areas at the discretion of the Racing Association. ***Exceptions may be given solely at the discretion of the referee, and are rare.
8. Parents and designated guardians may not interfere with any racing on the track and may not go speak to the finish line or caution flaggers while a race is in progress.
9. 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 expulsions for the moto, day, series or the Racing Association. This includes social media posting that reflects badly on the racing association and its Boards.
10. Any riding outside the designated riding times will result in disqualification for the season. Off-limit area including the Circle Track, Quarter Midget Track (KPRL), Sand Dunes, Ski Trail, Road East Of The Paved Parking Lot (ARL) Pavement (FMRL) and any other areas designated by each Racing Associations.
11. Participation in the Racing Association- sanctioned activities is a privilege and all participants agree that violation of Racing Association rules and procedure can lead to forfeiture of their competition privileges and/or membership.

PROTESTS

The State Referee will be the single point of contact for all questions, disputes, and protests after the completion of a moto. All protests will be taken only to the State Referee. Once a protest is determined to be valid, (the State Referee will not be addressing personal issues or conflicts unless they pertain to racing) the State Referee will hand the protest over to the State Race Committee for resolution. It will be the State Referee's responsibility to ensure that those on the Committee are not associated in any way with the particular protest. In this case, the Committee member with a conflict must choose another alternate Committee for purposes of settling the protest.

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

"On Track" or race-related protests

1. May be made only by the riders entered and competing in the moto where the alleged infraction occurred (protests can be made by the riders legal guardian, parent if the racer is a minor). The Referee will gather the board who will act as a protest committee who will rule on the protest. The Referee will ensure that the protest committee is not associated with the class, rider, or sponsor of the 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 interpretation of the rulebook is final. Protest must be made within two hours from the completion of the moto in question.

Procedural protests

1. Those concerning rules or scoring must be submitted in writing to the Referee. Questions or concerns regarding scoring, rules, or procedures will be referred **ONLY** to the Referee. Violation of this rule may be subject to the rider disqualification. Protest must be made within two hours from the completion of the moto in question.

Scoring protests

1. Can only be made within 24 hours of the start of the race day. No scoring protests will be accepted after 24 hours. All scores will be available at the track

each race day and on the tracks website. It is the racers responsibility to check their score/placement by the end of race day.

Engine Size Protests

1. Will be ruled on by the Referee with help of the Board. Any rider competing in an event may file a protest to the Referee regarding the engine displacement of another rider's machine. The protest must be submitted within 30 minutes of the moto the protested bike raced in. The protest must be in writing and accompanied by a \$150.00 fee against a 2 stroke or \$300.00 against a 4 stroke. The protested rider or his mechanic must disassemble the engine in the presence of the Referee who will measure the displacement. The disassembly will occur subsequent to the second moto of the day. The rider's machine will be impounded while not racing during that period and any maintenance must be observed. If the protesting and protesting riders do not agree that the Referee is qualified to measure the displacement, an agreed-upon individual shall perform the measurement in the presence of the Referee. Any rider who refuses to comply with a protest will automatically lose the protest and suffer all consequences. The following formula will be used to determine displacement: $V=B^2 \times H$; 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 the Racing Association sanctioned events.

DISCLOSURE

2026 Referee is the President of the hosting track. The State Reps are Zac Aragon, Amanda Hawkinson, Craig Hill. If any of them are associated with the protested class or rider in any way they will find someone to replace them.

EQUIPMENT

EQUIPMENT STANDARDS

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

1. The throttle must return freely to the off position.
2. Brakes must be in good working order.
3. Wheels are not to have any missing or broken spokes prior to the practice session of any given race day. Any spokes broken during practice or competition must be wired to prevent further damage or loss.
4. Repaired, cracked, or broken handlebars are prohibited.
5. Control levers must have ball ends.
6. Silencers must be securely affixed and functional. Each Racing Association will be monitoring noise levels to AMA standards.
7. No lights, license plates, kick stands; brackets, mirrors, glass or any equipment constituting a hazard to the rider or other competitors will be allowed.
8. Both front and rear fenders must be securely fastened at the start of the riders practice session and before each race.
9. No helmet communication / radio's are permitted in order for pit crew to communicate with racers. They are permitted in practice only.
10. Bike modifications—If not otherwise addressed in this rulebook, AMA Amateur Mod rules for dirt bikes shall be followed. (See <https://americanmotorcyclist.com/racing/racing-resources/racing-rulebook/> see chapter 1.2 “Motocross Equipment” section D, and see chapter 1.3 “Motocross Meets” sections 1.3B and 1.3k)

Transponders

1. All racers will be required to purchase or rent a transponder in order to race in the series. You can purchase a transponder from the Racing Association or you can rent one on race day for \$20.00. If you would like to purchase one, please contact your board. If you need to purchase an extra bracket they are \$10 each.
2. You must have a working transponder on your bike in order to race. The first time in a race event that you are found to not have a transponder on, you will get a warning, the second time you will not be scored at all for that race.

Number plates:

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.
2. All riders must display their number assigned by the Racing Association. Previous year's class State Champions can carry the #1 plate but only in the class they carry the championship. If the rider races multiple classes they must switch number plates. The riders that placed 2nd through 9th in the previous year classes in the State Series may also choose to carry their respective place finishes as their number and only in the class they received the 2nd through 9th place.
3. The number vacated by a rider who chooses to carry his place finish as his number (per above guidelines) shall be reserved for that rider, until such time as the rider either reclaims the number or voluntarily surrenders it.

Assignment of numbers:

1. Riders will pick an available number from the current number list found on ARL and KPRL website.. Numbers are held for members one year after their initial membership up until the first state race.
 - a. For example - member chose #54 in the year 2022, he will retain #54 through the year 2023 even if he does not sign up as a member in 2023, but must claim it by signing up as a member by the first state race in 2024.

*NUMBER "25" IS RETIRED IN MEMORY OF KELLY DOLPHIN.

*NUMBER "294" IS RETIRED IN MEMORY OF LUKE MRUGALA

2. Riders are responsible for compliance with these guidelines because unreadable or missing numbers may result in the rider not being scored correctly or at all.
3. There will be a warning to this rule, your first and only "warning" is at riders meeting. If the rider does not display the appropriate assigned number in the moto or race event, he or she forfeits all points and awards for the race day. No Exceptions!

COMPETITION APPAREL

1. A helmet must be worn and secured at all times when riding.
2. All helmets must be full coverage or full face unit.
3. Helmets must be certified to meet or exceed the U.S. D.O.T. current Federal standard. 2.
4. No helmet communication / radio's are permitted in order for pit crew to communicate with racers. They are permitted in practice only.
5. Goggles or face shields must be worn at the start of each practice or moto.
6. Protective long pants and long sleeve jerseys must be worn when riding.
7. Footwear, a minimum of 8 inches high and specifically designed and constructed for motorsport use must be worn.
8. Chest and back protection is required by all racers. No Exceptions!
 - a. 2026 AMA Racing Rules, Section 1.2, Subsection F.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".
9. Neck braces are required to compete in the 50cc, and 65cc classes.
10. Gloves are required to be worn at all times when riding.

Races / Motocross

1. Motocross is conducted on a closed outdoor course, includes both right-handed and left-handed turns, and includes hills, jumps and other terrain that necessitates gear changing. Natural terrain should be included whenever possible.

2. The format for motocross consists of two motos, the length of each moto per class as follows and subject to change:

- 50A/65- (10 Minutes plus 1 lap)
- Novice classes 85 and above- (10 Minutes plus 1 lap)
- Intermediate classes 85 and above- (12 Minutes plus 1 lap)
- Expert classes 85 and above- (15 Minutes plus 1 lap)
- Pro Class- (18 Minutes plus 2 laps)
- Shift/Shaft/Fan - (10 Minutes plus 1 lap)

3. Predetermined moto lengths may be changed at the direction of the Race Marshall.

4. Riders will be notified at the end of the first half, before intermission, unless safety concerns arise during a race and the decision to shorten the race must be made at that time. The Race Marshall will determine if there is a safety concern and if a moto needs to be cancelled or the track modified / shortened.

5. 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.

6. All riders will have the opportunity to practice providing they are present during the time allowed for practice. Riders will practice with the class or classes they have signed up for. During practice all riders must pass by the practice starter, failure to comply will result in starting backwards on their first moto. All

exceptions must be cleared with the Starter. Veterans and Women may practice with whatever class is appropriate for their skill level.

7. Practice will consist of a minimum of two full laps. 50 Novice will be at the discretion of the finish line flagger.

8. 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 choose to leave your assigned gate vacant. If there are more riders than gates, gate positions for the second moto are chosen based on first motor results (the 1st place finisher receives 1st gate choice, etc.). Riders must be at the gate by the halfway point of the moto prior to their moto or will be bypassed for gate pick.

9. Only riders of the first gate drop are allowed on gate prior to moto. All others must be at least a bike's length away from the gate.

10. 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. (In Kenai you may only touch the concrete, absolutely no packing the ground in front or behind the concrete)

11. Sign ups will be done online by midnight the night before the race day. Any sign ups done after that will be considered "late" and have a late fee of \$10.00-20.00 per class.

RACE RULES

1. The track is closed during grooming and once grooming begins it is closed until the race day is over. Any unauthorized member found riding on the track will be disqualified from the next day's race.
2. Machines will be in first gear and moving slowly through the pits to your gate. When riders reach the track entrance they must ride directly to the starting line, under caution flag conditions. A rider or anyone associated with the rider who is witnessed violating either of these rules by a race official or Board member may be penalized by being started 180 degrees to the start line.
3. Method and procedure for starts:
 - a. All race starts will be made with a mechanical device, flag or mechanical gate.
 - b. 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.
 - c. 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 jump starts. At the restart the rider(s) involved will be penalized by being turned 180 degrees to the start line with the rear wheel in line with the front wheels of the other riders on the line. If the same rider is judged by the starter to jump the start, a second time he/she will be penalized one lap. Any rider arguing with the starter concerning jumped starts will be disqualified from competing in that moto.
 - d. Any rider starting with the wrong group on split starts will not cause a race to be restarted, but stated individual riders will be penalized one lap.
 - e. In the event of a false start, the starter will display the red flag to stop the race as soon as practical.
 - f. If the race is stopped for any reason with less than 60% of the moto length in regard to 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. A race can be stopped under the following conditions:
 - a. 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.
 - b. At the request of the medic when attending to an on track injury is difficult or impossible with race in progress.
 - c. Any unforeseen or uncontrollable hazard deemed justifiable by the Referee or Starter.
 - d. Any rider leaving the boundaries of the prescribed track as defined by track markings shall continue the race from the point where he/she left the course. Penalty for failure to do so will be forfeiture of one lap if the Referee determines the rider gained a clear advantage. The only exception to this rule is if the rider left the course to prevent a collision with or injury to another rider, and did not gain a clear advantage.
 - e. No race shall be conducted without the presence of certified first aid personnel.
 - f. 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. A rider may change in any component of the qualified machine with the exception of the frame.

Official Flags

Green- Start of race or practice

Yellow- Danger on course

Red- Stopping of race for emergency or restart

Black- Rider leave track and report to Referee

Crossed- Race halfway finished

White- Last lap

Checkered- End of race

1. FAILURE TO HONOR A BLACK FLAG WILL RESULT IN IMMEDIATE DISQUALIFICATION FOR THE EVENT. .
2. 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.
3. THE CAUTION AREA BEGINS AT THE YELLOW FLAG AND ENDS 50 FEET BEYOND THE DANGER AREA.
4. THE FLAGGER WILL POINT TO THE CLEAR DIRECTION.
5. RIDERS MAY NOT PASS ANY OTHER RIDER, TO GAIN A POSITION OR OTHERWISE, UNDER A CAUTION FLAG ENVIRONMENT.
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.



RACE OFFICIALS

1. The Referee is responsible for the timely order of the event. He/she must work closely with the Starter, Score Keeper and Announcer. In the event the Referee is not available, the racing association vice president will be responsible.
2. The local track president or designated appointee will perform the duties of race marshal/ referee and will be directed to maintain consistency in race formats/rules enforcement, etc. at the hosting location. The local track president is responsible for all actions while the moto is underway. This includes up to the disqualification of riders during or immediately after (only in the case where a rider could not be given a black flag for extenuating circumstances) the event for which he witnessed or was advised of by track personnel (starter, caution flaggers, and medics).
3. 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 Lions International
4. 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.
5. 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 markers 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.

6. Medical Personnel: We are required to have a certified first aid personnel on scene in order to have a sanctioned race.

CLASSES

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

1. Engine displacement classes shall be as follows:

CLASS	2- Stroke	4-Stroke	Stark-Varg
50cc	50cc or less	50cc or less	N/A
65cc	51cc-65cc	110cc or less	N/A
85cc	80cc-85cc	91cc-156cc	N/A
Youth	124cc-250cc	250cc-450cc	60HP or below
Girls	65cc-112cc	65cc-150cc	N/A
Supermini	80cc-112cc	91cc-156cc	N/A
125 Allstar	125cc-150cc	N/A	N/A
250cc	122cc-150cc	149cc-250cc	42HP or below
450cc	124cc or more	248cc-450cc	60HP or below
PRO	124cc or more	249cc or more	80HP or below
Women	80cc or more	80cc or more	80HP or below
Vet Classes	85cc or more	150cc or more	80HP or below

2. Stark-Varg Bikes

- a. Must be locked in to the HP of said class they are running.
- b. If you are found running in a higher allowable HP for said class you will be DQ'd from the moto / motos in question.
- c. Any board member can request to see your HP history, or the HP you are running at any given time (they won't interfere with your racing time). Refusal to do so could result in a DQ.

3. Skill classes shall be as follows:

Novice- New racers with some riding experience and riders who have not met advancement requirements to the Intermediate class.

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.

Super-mini- Intermediate and Expert riders only. *(No novice riders allowed. No exceptions)*

Intermediate- Experienced or skilled riders and riders who have met the advancement requirements from the novice class.

Expert- Advanced riders and riders who have met the advancement requirements from the intermediate class.

1. 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
Girls	9-14 years old
85cc	15 or under
Super-Mini	16 or under
Youth	16 or under

Vet Class	30 and above
Masters Class	40 and above
Senior Vet	50 and above
Womens	OPEN

2. If you race in Girls class you are not permitted to race in women's class as well and vice versa.
3. All classes are offered at the discretion of the Racing Association. Some engine displacement, skill and age classes may not have a sufficient number of riders to be separated into the above skill levels. In these cases riders will be separated into two skill level classes only, as determined by the referee to be most appropriate for the riders entered in the classes. This class will take precedence over the skill level qualifications under these conditions. If there are not sufficient numbers of riders to be divided into skill levels, they will be separated by engine displacement only.
4. No rider may participate in different skill classes. The only exception will be a rider currently competing in the 85cc or less. Women's Classes may ride one skill level down in a 125cc or 250cc displacement class, if appropriate for their skill level
5. A rider may enter two or more classes when both he/she and his/her machine(s) meet the qualifications of the classes entered.
6. Pro class is limited to intermediate and expert riders." No youth riders in Pro class"

ADVANCEMENT

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”). One mark will also be awarded to a rider whom has a lap time of 10 seconds faster than the majority of the remaining riders in their class.
2. Once a rider has obtained THREE marks with at least one of those marks being either a 10 seconds faster lap time or a 1st place finish, that rider will then go under review by the board for advancement to the next racing division
3. Riders moving up in the State series will also be required to move up in their city series; however, moving up in a city series will not require a move up in the State series unless the rider has accumulated the appropriate moto wins and points in the State series.
4. 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). The State Committee along with the Referee will look at MYLAPS lap times to make final decisions regarding advancement.
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:

Race Day	Voluntarily	By Mark Out
Before 2nd Race Day	100%	100%
Before 3rd Race Day	90%	85%
Before 4th Race Day	80%	NO MARK
Before 5th Race Day	60%	NO MARK

6. Any rider voluntarily moving up in class after their fifth race will enter the higher class with zero points.

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.

POINTS & SCORING

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

1. For the daily overall awards riders will receive one point per finish position. The rider with the least amount of points from both motos will be declared the winner. In the event of a points tie, the rider with the better second moto finish will receive the higher overall finish.
2. The following scoring system will be used to accumulate series championship points. Points are awarded per moto:

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

3. Scoring:

- a. To successfully receive the appropriate points, a rider must have first completed at least half the amount of laps completed by the winner of their class and then ride, push or carry his/her motorcycle past the checkered

flag on the race course. Riders who push their motorcycle past the checkered flag will be scored as being the last rider to complete the lap that was started for the class.

- b. D.N.F. (Did not finish); Riders who leave the gate under motorized power but do not finish (see 3a) the race will receive no points and will be scored as receiving a D.N.F.
- c. D.N.S. (Did not start); Riders not starting a moto will not receive any points.
- d. 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.
- e. At the sole discretion of the Referee (or State Committee at State Championship events) a class may be scored from one moto.

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

5. Each Racing Association may sanction point's events comprising the Racing Association Motocross Championship Series. This Series will consist of a number of points events determined by the Racing Association. Riders will be scored from all events for the end of year awards and must compete in 70% of the events to qualify for year-end awards.

6. The Racing Association will co-sanction at least 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 six events to qualify for year-end awards. The co-sanctioning organizations will abide by the rules in this booklet unless otherwise specified. The number of events each club will host will rotate from year to year based on a schedule agreed to by the Association.

Awards & Payouts

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. Supermini and 125 Allstar are considered expert classes
2. Novice, and Intermediate class trophies will be awarded to 1st, 2nd, and 3rd place (Senior Vet, Masters and Women Class are trophy classes as they are age limit classes and not skill class) 50cc and 65cc classes can be awarded up to last place at the discretion of the hosting track.
3. Entry fees for expert and pro classes are to be distributed as money prizes per moto in accordance with the following schedule (amounts shown as percentages):

Charts showing payout amounts per moto based on different payout percentages are at the end of the rulebook and can also be found on KPRLMOTOCROSS.COM website.

OF RIDERS PLACE (PER MOTO)

Rider	1	2	3	4	5	6	7	8	9	10
2-3	25%									
4-6	15	10								
7-9	12.5	7.5	5							
10-12	10	6	5	4						
13-15	8.5	6	4.5	3.5	2.5					
16-18	7.5	6	4.5	3	2.5	1.5				
19-21	7	5.5	4.5	3.	2.5	1.5	1			
22-24	6.75	5.5	4.25	3	2.25	1.5	1	.75		
25-27	6.75	5.25	4.25	2.75	2.25	1.5	1	.75	.5	
28-30	6.75	5	4.12	2.75	2.25	1.5	1	.75	.5	.38

Fees are \$50 for each class raced and the payout will be at least 150%.

4. Each race sanction will have a graph explaining dollar amounts and payouts at their race box for anyone who needs clarification and they are also provided in the back of this rulebook.

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 \$350, the first-place rider in each moto receive \$43.75 ($\$350 \times 12.5\%$), the second place rider in each moto will receive \$26.25 ($\$350 \times 7.5\%$) and the third place rider in each moto will receive \$17.50 ($\$350 \times 5\%$); a rider who places first and third in the two motos will receive \$61.25 for the day (\$43.75 plus \$17.50)

Please see next page for payout schedules

PAYOUT SCHEDULES

These are based on \$40.00 Entry

100%										
Riders	Total	Payback Amounts to Riders						Total Payout	Percent	
		1	2	3	4	5	6			
2	\$70.00	\$35.00						\$70.00	100.00%	
3	\$105.00	\$52.50						\$105.00	100.00%	
4	\$140.00	\$42.00	\$28.00					\$140.00	100.00%	
5	\$175.00	\$52.50	\$35.00					\$175.00	100.00%	
6	\$210.00	\$63.00	\$42.00					\$210.00	100.00%	
7	\$245.00	\$61.25	\$36.75	\$24.50				\$245.00	100.00%	
8	\$280.00	\$70.00	\$42.00	\$28.00				\$280.00	100.00%	
9	\$315.00	\$78.75	\$47.25	\$31.50				\$315.00	100.00%	
10	\$350.00	\$70.00	\$42.00	\$35.00	\$28.00			\$350.00	100.00%	
11	\$385.00	\$77.00	\$46.20	\$38.50	\$30.80			\$385.00	100.00%	
12	\$420.00	\$84.00	\$50.40	\$42.00	\$33.60			\$420.00	100.00%	
13	\$455.00	\$77.35	\$54.60	\$40.95	\$31.85	\$22.75		\$455.00	100.00%	
14	\$490.00	\$83.30	\$58.80	\$44.10	\$34.30	\$24.50		\$490.00	100.00%	
15	\$525.00	\$89.25	\$63.00	\$47.25	\$36.75	\$26.25		\$525.00	100.00%	
16	\$560.00	\$84.00	\$67.20	\$50.40	\$33.60	\$28.00	\$16.80	\$560.00	100.00%	
17	\$595.00	\$89.25	\$71.40	\$53.55	\$35.70	\$29.75	\$17.85	\$595.00	100.00%	
18	\$630.00	\$94.50	\$75.60	\$56.70	\$37.80	\$31.50	\$18.90	\$630.00	100.00%	

150%										
Riders	Total	Payback Amounts to Riders						Total Payout	Percent	
		1	2	3	4	5	6			
2	\$70.00	\$52.50						\$105.00	150.00%	
3	\$105.00	\$78.75						\$157.50	150.00%	
4	\$140.00	\$63.00	\$42.00					\$210.00	150.00%	
5	\$175.00	\$78.75	\$52.50					\$262.50	150.00%	
6	\$210.00	\$94.50	\$63.00					\$315.00	150.00%	
7	\$245.00	\$91.88	\$55.13	\$36.75				\$367.50	150.00%	
8	\$280.00	\$105.00	\$63.00	\$42.00				\$420.00	150.00%	
9	\$315.00	\$118.13	\$70.88	\$47.25				\$472.50	150.00%	
10	\$350.00	\$105.00	\$63.00	\$52.50	\$42.00			\$525.00	150.00%	
11	\$385.00	\$115.50	\$69.30	\$57.75	\$46.20			\$577.50	150.00%	
12	\$420.00	\$126.00	\$75.60	\$63.00	\$50.40			\$630.00	150.00%	
13	\$455.00	\$116.03	\$81.90	\$61.43	\$47.78	\$34.13		\$682.50	150.00%	
14	\$490.00	\$124.95	\$88.20	\$66.15	\$51.45	\$36.75		\$735.00	150.00%	
15	\$525.00	\$133.88	\$94.50	\$70.88	\$55.13	\$39.38		\$787.50	150.00%	
16	\$560.00	\$126.00	\$100.80	\$75.60	\$50.40	\$42.00	\$25.20	\$840.00	150.00%	
17	\$595.00	\$133.88	\$107.10	\$80.33	\$53.55	\$44.63	\$26.78	\$892.50	150.00%	
18	\$630.00	\$141.75	\$113.40	\$85.05	\$56.70	\$47.25	\$28.35	\$945.00	150.00%	

MEDIA

1. Any and all media personnel have to 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.
2. All racers are required to sign the media consent form that is included in their online sign ups. If unable to sign online they can request one from the KPRL Board.
3. All social media posts tagging the track or media taken at the track should represent the track in a positive and appropriate way. Any inappropriate posting that reflects on the Association in a negative way will not be tolerated. Please see the chapter named "Conduct".