



**NAHA**  
**NORTH AMERICAN HILLCLIMBERS ASSOCIATION**

**NAHA**

**2017 HILLCLIMB  
RULE BOOK**

North American Hillclimbers Association  
[www.NAHAHillclimb.org](http://www.NAHAHillclimb.org)

THESE RULES OF COMPETITION ARE INTENDED ONLY AS A GUIDE FOR THE CONDUCT OF THE SPORT PURSUANT TO UNIFORM REGULATIONS. RULES REGARDING OR RELATED TO SAFETY ARE PROMULGATED TO MAKE ALL PERSONS CONCERNED WITH SAFETY, BUT THE NAHA NEITHER WARRANTS SAFETY IF THE RULES ARE FOLLOWED NOR COMPLIANCE WITH AND ENFORCEMENT OF RULES. MOREOVER, EACH PARTICIPANT IN COMPETITION HAS THE RESPONSIBILITY TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND CONDITIONS AND MUST ASSUME THE RISK OF COMPETITION.

The official website of the North American Hillclimbers Association is [www.NAHAHillclimb.org](http://www.NAHAHillclimb.org). Rules, schedules, points, and other information are available on the website. NAHA pros are expected to provide rider profile information to the NAHA Webmaster for posting on the website, and for purposes of promoting the sport of motorcycling. The NAHA Webmaster can be contacted by emailing [Webmaster@NAHAHillclimb.org](mailto:Webmaster@NAHAHillclimb.org). Riders acknowledge that any and all material submitted to the NAHA may be used for promotional purposes.

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## CHAPTER 1: COMPETITION RULES

### A. GENERAL RULES

#### 1. PARTICIPANTS

- a. Every club, association, company, promoter, rider and other persons participating in or otherwise associated with a NAHA race meet, are deemed to be participants and therefore bound by the NAHA Pro Rulebook.
- b. Racers must be a minimum of 16 years old on the day of the event. If the racer is under the age of 16 years, the racer must get approval from the NAHA board of directors. No rider 14 years old or younger will be allowed to race the pro classes, period. Letters to the NAHA must be received 1 month prior to event registration deadline.

#### 2. ENTRIES

- a. Each class entry is considered a separate entry.
- b. Every participant in any of the 4 pro classes (250-450cc, 451-700cc, 701-Open cc and X-Climb) must be a full NAHA member prior to the event entry deadline.
- c. A pro rider cannot enter and compete in a trophy class at any NAHA sanctioned event. The top 32 over-all pro riders from the previous season point standings are ineligible to participate in any semi-pro classes. All pro riders are eligible to participate in a NAHA sanctioned stock, non-extended exhibition race. The top 32 riders unable to ride in any semi-pro classes will be listed on the website.

- d. 250-450cc, 451-700cc, 701-Open cc and X-Climb are the only professional classes. All other classes are considered amateur or semi-pro.
- e. 250-450cc must be extended and use pump gas (race fuel) only. Absolutely no additives PERIOD such as methanol, ethanol, propylene, nitro etc. Riders must use a production race fuel that is readily available to everyone nationally. Racers must provide a safety data and spec sheet on the fuel that they are using. All bikes in this class must be naturally aspirated. A stock wheelbase will not be allowed. Rubber tire or paddle tire only (no steel). Referee may override the option to use paddles. Two strokes in this class must not exceed 250ccs.
- f. 451-700cc and 701-Open cc pro qualifying classes will be allowed to use the same equipment as the pro main (i.e. paddle tires, any fuel, etc.).

### 3. PIT REGULATIONS

- a. Riding of competition motorcycles, other than on the hill or designated test area is not allowed, period.
- b. Any operation of a vehicle in the pit must be at a very slow and acceptable speed.
- c. Tow-vehicles for towing motorcycles to the staging area will be allowed and must be driven at a slow and acceptable speed.
- d. When a rider or mechanic is testing a motorcycle in a designated test area, that person must wear a helmet, boots and a chest protector.
- e. Before leaving a race facility, it is the responsibility of the riders/teams to remove all of their waste fuel, fuel drums, motor oils, coolants, tires, batteries and all other hazardous waste from the facility for proper disposal.

#### 4. RIDERS MEETINGS

- a. All riders entered in the meet must attend the riders meeting which will be held approximately 30 minutes prior to the official starting time. Failure to attend riders meetings may result in disqualification.

#### 5. TECHNICAL INSPECTION

- a. Technical inspections of motorcycles, equipment and riding apparel will be held prior to and after a race meet and at other times at the discretion of the referee.
- b. Only motorcycles having passed tech inspection will be allowed on the hill.
- c. The referee may require post-race teardowns to begin 30 minutes following the completion of an event.

#### 6. ON HILL REGULATIONS

- a. No rider may, at any time, ride in such a manner as to endanger life or limb of other riders, event staff (including hill workers), officials or the public.

#### 7. INCLEMENT WEATHER / UNACCEPTABLE HILL CONDITIONS

- a. In the case of inclement weather or poor hill conditions, the referee, one of the NAHA Officers, and promoter will determine a definite late starting time for the purpose of getting the hill in satisfactory condition, or for cancellation or postponement of the meet. Once a meet has started, the riders must be paid for all events run, and if at least 50% of the program or one complete round has been run, it will be considered a completed program and the entire guaranteed purse for the classes run must be paid.
- b. Entry fees will be reimbursed for classes that were not run.

## 8. PROVISIONAL AND OFFICIAL RACE RESULTS

- a. No official announcement of race results will be given until all scoring materials are examined and approved by the head scorer.
- b. Provisional results will then be posted and will become official if no riders request a recheck within 60 minutes of the posting of those results.
- c. If there is a points accumulation error posted on the website you have until the start of the next event to contact a NAHA official. No points will be adjusted after the next event has started, and two weeks after the final event of the season.

### **B. RACE MEETS**

1. Hillclimb Meet Definition: A hillclimb is a series of trials against time or distance on a designated course. The course shall consist of at least 2 gates spaced a minimum of 10 feet apart in which a rider must pass thru for a complete run. The starting position will be behind the starting timing lights.

HILLCLIMB CLASSES	LICENSE REQUIREMENTS
250-450cc	NAHA
451-700cc	NAHA
701cc –Open	NAHA
X-Climb	NAHA

Note: No amateur event can be run in conjunction with a professional hillclimb, unless approved by the NAHA.

## C. RACE RULES

1. No practice is allowed on any part of the hill to be used within thirty days prior to the event. An exception to this rule is for media coverage approved by the NAHA Board, preferably on an alternate course if available.

### Timing Systems:

- a. An electronic timing system must be used with light sensors at the starting and finish line. A backup system is recommended. In the case of a malfunction, any other type of timing device or method can be used only with approval of the referee.
  - b. If the timing system should fail to work for any reason, and the rider completes the course, he may take another ride any time within the next ten rides. If the rider fails to complete the course on his re-ride, his score will be the highest footage on the hill.
  - c. A rider must break the starting line timing light to qualify for any points
  - d. If the starting line timing light is tripped, that effort will be considered a ride.
  - e. Two timing systems should be present at every event.
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2. A ride will end at the point in which the rider fails to cross between the two gate markers. A rider will be called out of bounds if it is necessary for a hill official to repair or replace a gate marker. Footage will be given to the rider at the point where the gate marker was hit.



3. If a rider does not finish the course, he will be given footage to the front axle at the point where his ride ended, or at the point where he lost control of the machine while inbound.
4. Out of bounds rules will be defined by the referee at the rider's meeting. Riders deemed out of bounds based on these rules will receive footage at the point that they left the course.
5. If the promoter is not using the computer generated drawing system, all riders or riders' representatives will draw for riding positions. After the drawing, riding order will be posted in the pit area by rider number. Exchanging of riding positions is not permitted.
6. A rider must be ready when his name is called. The pit steward calls riders to the starting box, in drawing number order. The rider will be given 3 minutes when the referee signals that the hill is clear. If he is not ready to make his ride at that time, he must leave the starting box. That rider is then given a fifteen minute grace period. The pit steward or referee will log the rider's name and time the grace period began on the pit board.
7. The rider must be ready to re-enter the starting box within fifteen minutes or that ride will be forfeited. The rider with the last number drawn in his class has three minutes in the starting box, plus the fifteen minute grace period if necessary.
8. No one is permitted to work on the hill, above the starting light, without the permission of the referee, including the rider who drew the number one starting position. The referee will penalize any rider/mechanic working on the hill unless directed to do so by the referee.
9. There will be two workers designated by the promoter or referee to maintain and prepare the starting area. When notified by the referee, the rider's three minutes will start and the rider and his mechanic may begin working in the starting area.

10. At all hillclimbs, the number of rounds per class will be determined by the number of entries registered. The total number of rounds per class will be 2 or 3 as determined below.
  - (a) If there are less than 32 total class entries registered, three climbs per class may be scheduled.
  - (b) If 32 or more class entries are registered, two climbs per class will be scheduled. A meeting of the referee, promoter and riders representatives will make this determination prior to the start of the meet.
  - (c) In the finals, 30 riders plus 2 from the LCQ, (the LCQ will be based on the 31st through 40th place finishes, these ten riders will have ten minutes to be back up to the line and ready to race), will be allowed in the 250-450cc class, 32 total riders per class will be allowed in the 451-700cc and 701-Open classes. Each round will consist of the 250-450cc followed by the 451-700cc and finishing with the 701-Open class.
11. The rider holding the fastest time after a complete round in any event may take his next ride on or after his drawn number. If his time is beaten he will have fifteen minutes to take his next ride (C5rules apply).
12. In case of a tie, the riders' two (or three) scores will be added together. The rider with the lowest total time (or highest total footage if neither rider completed the course) will be declared the winner of the tie.
13. A rider must be on his machine or in control of it when he trips the timing light at the finish line. A rider is considered in control of his machine if he has one or both hands on the handlebars. If two feet hit the ground on the same side of the bike, the ride is over and the footage will be marked at that spot. The Referee will appoint a knowledgeable person to be the assistant referee. The assistant

referee will be placed at the finish line with a radio to contact the Referee to declare whether or not the rider was in control.

14. One rider per bike in qualifying and main events. If a rider's machine breaks or has a mechanical failure, the rider may elect to ride an approved bike from the same class to complete the race meet (upon approval from the race meet referee).
15. Any rider on the hill during an event must wear proper head protection. Riders on the hill must not interfere with any of the race or cannot alter the hill in any way unless approved by the referee.

#### **D. POINTS**

1. When the results of NAHA championship races are declared official, points will be awarded in each class to the top finishers according to the following schedule:

1 <sup>st</sup> – 200 points	5 <sup>th</sup> – 193 points
2 <sup>nd</sup> – 197 points	6 <sup>th</sup> – 192 points
3 <sup>rd</sup> – 195 points	7 <sup>th</sup> – 191 points
4 <sup>th</sup> – 194 points	8 <sup>th</sup> – 190 points...

...continuing down (in one point increments) as needed.

2. Points will accumulate for the race year.
3. A season with 5 or less races all points will be scored.
4. Seasons with 6 or more races: the rider will be allowed to drop a race. A rider's lowest finish in each class will be thrown out. Seasons with 5 or less races, all points will be calculated for end of year standings.
5. The NAHA champion will be determined in each class based on the total annual series points (accumulated from each event). In the

event of a tie, the winner will be determined based on the number of wins during the series. Should it still remain a tie, the number of second-place finishes will be compared, then thirds, fourths, etc. until the tie is broken.

#### **E. PURSE**

1. Purse will be \$20,000 broken down as follows: or \$10,000 for the first year event, or \$15,000 for the second year of an event.
  - a. \$2500.00 to the NAHA riders union fund.
  - b. \$2250.00 to the year-end riders bonus fund.
2. Total purse will be split as follows:

Purse money will be paid in the 4 Professional classes.

  1. 20% of the total paid purse goes to the 250-450 cc class
  2. 30% of the total paid purse goes to the 451-700cc class
  3. 40% to the 701cc-Open class
  4. 10% to X-Climb
3. Qualifying classes will be qualifying only. No purse will be paid

4. Purse will be paid to the top ten finishers in the 250-450cc, 451-700cc, and 701-Open cc classes at all meets, using the following breakdown (percentages applied against the 20/30/40/10 split of paid purse money):

250-450cc, 451-700cc, 751-Open cc				X-Climb	
1 <sup>st</sup> :	18%	6 <sup>th</sup> :	9%	1 <sup>st</sup> :	40%
2 <sup>nd</sup> :	14%	7 <sup>th</sup> :	8%	2 <sup>nd</sup> :	30%
3 <sup>rd</sup> :	12%	8 <sup>th</sup> :	7%	3 <sup>rd</sup> :	20%
4 <sup>th</sup> :	11%	9 <sup>th</sup> :	6%	4 <sup>th</sup> :	10%
5 <sup>th</sup> :	10%	10 <sup>th</sup> :	5%		

5. Should there not be at least 10 registered riders in any specific class, the purse for the empty positions will be returned to the promoter.

## CHAPTER 2: RIDER & PIT CREW APPAREL

The following rider apparel must be worn by competitors in ALL events:

- 1) Helmet – DOT, Snell or similar certification required
- 2) Chest Protector
- 3) Boots
- 4) Gloves
- 5) Goggles
- 6) NAHA Pro Racing Logo
  1. All riders should display the NAHA Pro Racing Logo on the upper front torso or shoulder area of their riding suit, jersey or chest/back protector.
  2. NAHA stickers are available for purchase at NAHA events.
- 7) Appearance
  1. All riders and mechanics/pit crew must present a clean and neat appearance.
  2. Only appropriately dressed persons displaying proper credentials will be allowed in the pit and starting areas.
  3. Mechanics and pit crew are required to wear team apparel or NAHA apparel in the pit and staging areas.

## B Jersey

1. Jerseys must be long sleeve and must be made of a durable material that will help protect the rider.
2. Short or  $\frac{3}{4}$  sleeves are not permitted.
3. When a chest/back protector is worn over the rider's jersey, the rider's name and assigned number should be visible either on the jersey or on the chest/back protector.

## C Pants

1. Must be full length and made of durable material that will help protect the rider.

IT IS THE RESPONSIBILITY OF THE RIDER TO SELECT A HELMET AND APPAREL WHICH WILL PROVIDE APPROPRIATE PROTECTION. ALTHOUGH THE NAHA APPROVES MATERIALS, THE NAHA DOES NOT ENDORSE OR GUARANTEE THE PERFORMANCE OF SPECIFIC PRODUCTS OR MANUFACTURERS. RIDERS MUST RELY ON THEIR OWN JUDGMENT IN THE SELECTION OF HELMETS AND APPAREL FOR PROTECTION AND DURABILITY.

## CHAPTER 3: EQUIPMENT STANDARDS

All hillclimb motorcycles must meet these requirements. In order to ensure compliance, motorcycles will be checked for adherence to these rules at the Referee's discretion.

Failure to comply with equipment requirements as described in these competition rules at post-race inspections may result in immediate disqualification from that day's meet. Disqualification in this case will mean the forfeiture of all awards, prizes, and points earned in all events during that day's meet.

### **A. ENGINES**

1. Engines used in professional hillclimb meets must be either two or four stroke engines.
2. Engine Displacement
  - a. 250-450cc (two-strokes must not exceed 250 cc)
  - b. 451-700cc
  - c. 701-Open cc
3. Engine Displacement/Measurement
  - a. Displacement =  $B^2 (0.7854) HX$
  - b. Cylinder bore; H = Stroke; X = Number of cylinders  
(bore \* bore \* 0.7854 \* stroke \* number of cylinders)
  - c. If bore and stroke are in millimeters, divide end product by 1,000 to convert to cubic centimeters.
  - d. If bore and stroke are in inches, multiply end product by 16.387 to convert to cubic centimeters.
4. Any fuel is permitted in the 451-700cc and 701-Open cc classes.



5. Any natural or forced induction system is permitted in the 451-700 and 701-Open class.

## **B. HANDLEBARS AND CONTROLS**

1. All motorcycles must be equipped with a functioning switch that kills the motor. The kill switch must interrupt the primary circuit and must be wired to ground out the ignition when activated. The switch must be mounted near the center of the handlebars and must be operated by a non-elastic tether of adequate length and thickness (maximum 24 in. extended length). Riders must have the tether attached to their person before entering the starting area, and the tether must remain attached during competition.
2. Motorcycles must be equipped with a self-closing throttle.
3. Where the rules permit or require components of equipment to be installed, replaced, altered, or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the motorcycle components will perform in competition properly.

## **C. NAHA PRO RACING STICKERS:**

1. Must be displayed in one corner of the front number plate on all motorcycles.

## **D. TRANSMISSION**

1. There will be no limitation on gearing or type of transmission on any 250-450cc, 451-700cc and 701cc-Open motorcycles.

## **E. BRAKES**

1. All motorcycles must be equipped with an adequate and operating brake that directly affects the front and/or rear wheel.

## **F. TIRES**

1. Any type of rubber tire is permitted.
2. Rubber paddle tires made of solid rubber (no metal reinforcement other than standard bead) will be permitted for all classes.
3. If the promoter allows metal. Chain that is no larger than #80 or 7/8 (.875) inches high or bolts with maximum diameter 3/8 (.375) and length of 1" out of the tire is allowed. Caution: run at your own risk.
4. A metal fender or a composite of equal strength is required if a tire has chains, bolts or metal of any kind. Fender must cover the tire width and a minimum 120 degrees from the top of swing arm to the end of the fender.

## **G. NUMBER PLATES**

1. A rectangular plate or one of late model OEM design is required on the front of all motorcycles.
2. Number plates must be securely mounted in a workmanlike manner. They must be clearly visible and not obstructed by any part of the motorcycle or by the rider in riding position.
3. No vulgar or inappropriate messages will be allowed on any motorcycles while at a NAHA event.
4. Minimum size of number plate will be 5" x 5".
5. Number plate colors:  
250 - 450cc: Black background, white numbers  
451 - 700cc: Yellow background, black numbers  
701 - Open cc: White background, black numbers

6. Front and side numbers must be a minimum of 4" high and 1/2" wide. Numbers must be block style and created/displayed in a professional manner.
7. Any rider/machine not conforming to the rules pertaining to number plates may be disqualified.

#### **H. MEASUREMENT**

1. There may be motor measurements taken at random during the year by the NAHA Referee.
2. The Referee will have the authority to disqualify any motorcycle that does not conform to the rules and may inspect any part of a motorcycle entered in competition at any NAHA-sanctioned meet.

#### **I. WASTE OIL DISPOSAL**

1. Waste oil must be deposited only in approved disposal containers, if available at the meet. If no appropriate disposal is available at the meet, riders are required to contain and remove the waste oil from the event grounds for proper disposal elsewhere. Under no circumstances are riders allowed to dispose of oil in any other manner.

#### **J. FIRE EXTINGUISHERS**

1. Each race trailer will be equipped with a minimum of two fire extinguishers, preferably one at each end of the trailer. This will be enforced by a NAHA official.

## **CHAPTER 4: OFFENSES, PENALTIES, PROTESTS AND APPEALS**

### **A. GENERAL INFORMATION**

1. Through the establishment and enforcement of appropriate rules and procedures, the NAHA strives to regulate the sport of professional motorcycle racing in the fairest possible manner. By participating in a NAHA meet, each participant agrees to abide by the NAHA's rules and procedures. In addition, NAHA licensed riders are held responsible for the actions of their crew members. As part of entering an NAHA race, a rider assures the NAHA that his/her crewmembers are NAHA members in good standing. All parties involved in NAHA professional races are expected to conduct themselves in a professional manner, respecting at all times the rights of others. Participation in NAHA sanctioned activities is a privilege afforded to license and event credential holders, and all such participants understand that violation of NAHA rules and procedures can lead to forfeiture of their competition licenses or event credential and other disciplinary actions as outlined herein.

2. Rules directed or related to safety are promulgated to make all persons concerned with safety, but the NAHA neither warrants safety if the rules are followed nor compliance with and enforcement of rules. Each participant in competition has the responsibility to assess the safety aspects of the facilities and conditions and must assume the risk of competition.

### **B. GENERAL OFFENSES AND PENALTIES**

1. This section outlines actions which are deemed to be detrimental to the sport of motorcycle racing and which may result in a range of disciplinary actions. Unless otherwise specifically provided for in these rules, the Race Referee may disqualify any rider, crew member or motorcycle from the balance of a race meet for violation of these rules, insubordination or other actions deemed in the sole discretion of the Race Referee to be detrimental to the race meet and/or the sport. Such disqualification includes the loss of any rights with regard to the event in question and may result in expulsion from the meet site. In addition, the Race Referee is empowered to levy fines and to recommend to the NAHA that a party

or parties be suspended from participation in NAHA sanctioned activities. Unless otherwise specifically provided for in these rules, the NAHA is empowered to suspend from competition any rider, crew member or motorcycle for any period of time (one meet to an indefinite suspension) for violation of these rules, insubordination, or other actions deemed, at the sole discretion of the NAHA, to be detrimental to the sport of motorcycle racing. The NAHA is also empowered to, in addition to or in lieu of a suspension from competition, suspend a rider's eligibility to earn points from one or more events including, but not limited to, the event in which the rules violation took place. In addition, the NAHA is empowered to levy fines. The beginning and ending date of any such suspension will be as determined by the NAHA.

2. Any supplemental rules, regulations, instructions or procedures established by the NAHA for the purpose of implementing, interpreting or enforcing these rules will be deemed to be part of the rules.

3. The following offenses will be subject to disciplinary action by the Race Referee and/or the NAHA. This list is provided as guidance to licensed competitors and event credential holders but does not restrict the NAHA from imposing penalties for other actions detrimental to the sport which are not specifically detailed herein:

a. Falsifying one's age or ability to meet any of the various eligibility requirements as set forth by the NAHA, or in general, competing or attempting to compete in NAHA sanctioned activities under false pretenses.

b. Competing under a false name.

c. Attempting to gain an unfair advantage in any way.

d. Aiding, abetting, or otherwise knowingly engaging in any race in which the result is "fixed" or prearranged.

e. Giving, offering, or promising, directly or indirectly, any bribes in any form to any person in an attempt to circumvent NAHA rules or procedures or to otherwise gain an unfair advantage.

- f. Accepting or offering to accept any bribe in any form from any person in an attempt to circumvent NAHA rules or procedures or to otherwise gain or give an unfair advantage.
- g. Failing to ride in a meet after entering without giving proper notice of non-participation.
- h. Engaging in a rider boycott, public protest or other similar concerted activity meant to stop, delay, or otherwise inhibit the start or completion or any portion of a NAHA professional event.
- i. Engaging in any unfair practice, misbehavior or action detrimental to the sport of motorcycling in general, whether or not related to a specific competition.
- j. An attack on an NAHA official and/or engaging in a fight. This includes any person who attacks or is involved in a fight anywhere on the premises prior to, during, or after a NAHA professional race. There will be no maximum fine or suspension period for this offense.
- k. Refusal to submit a machine for inspection. Any rider refusing to immediately surrender his or her machine to the Race Referee or his designee upon demand, or refusing to allow examination or measurement of a machine's components, will be in violation of these rules.
- l. Failure to attend riders meetings.
- m. Riding at any time in such a manner as to endanger the life or limb of other riders, officials or the public.
- n. Any rider found to be racing a competition motorcycle while under the influence of drugs or alcohol will be subject to permanent disqualification from that and future NAHA events.
- o. Any other act or actions deemed by a meet Race Referee or the NAHA to be detrimental to the sport of motorcycle racing.

## C. PROTESTS

1. Unless specifically excluded herein, riders may lodge protests on any matter regarding an event in which they were a participant. Such matters may include, but are not limited to, the conformity of a machine with these rules or the eligibility of a rider.
2. Each protest must be made separately and in writing. Each protest must specify the violation of NAHA rules or procedures that is alleged, and must be accompanied by a filing fee. For a technical protest requiring measurement or teardown of an engine this fee is \$250. For all other visual and administrative protests the fee is \$50. The Referee will not accept verbal protests or protests which are not accompanied by the required fee
3. All protests must be filed within 60 minutes of the completion of a round.
4. Final determination of the timeliness of a protest will rest with the meet Race Referee and such decision will be final to all concerned. Protests will not be accepted which concern the decision of the scorer for an event with respect to timing and/or scoring or any recheck thereof by the NAHA.
5. In cases involving technical protests, the Race Referee will call for engine measurement or other needed examination following the conclusion of the race meet if it is impractical to do so prior to or during the event.
6. Any legitimate expense to which the Race Referee may be put as the result of a protest must be paid by the protesting party, and the Race Referee may require in advance a deposit from the protesting party sufficient to cover such expenses. If the protest is upheld, however, the protested party must reimburse such costs. The protest expense fee is not to exceed \$250.
7. If the Race Referee decides a protest in the favor of the protesting party, the Race Referee will refund the protest fee and forward his report in writing to the NAHA.

8. If the Race Referee decides a protest in favor of the protested party, the Race Referee will forward the protest fee to the NAHA along with his written report. However, in the case of a technical protest that involves the teardown or measurement of an engine, the protested party will be entitled to the protest fee.



## CHAPTER 5: REFEREE'S DUTIES

### **A. REFEREE**

1. The Referees of all meets will be appointed by the NAHA.
2. Duties of the Referee will include the following:
  - a. To determine that qualified personnel are assigned to those positions necessary to ensure the efficient conduct of the event.
  - b. Determine when the rider enters the starting box, the timer is ready, the hill is clear and then signals the rider to make his/her attempt.
  - c. Determine if all riders are properly qualified to negotiate the course and prohibit any riders not so qualified from competing.
  - d. Provide for technical inspection of equipment being used by the riders and bar any equipment that does not conform to equipment regulations.
  - e. Direct or oversee the activities of all other track and pit officials.
  - f. See that accurate time is kept for all races.
  - g. Render all decisions on disqualification of riders, and penalize any rider who violates any of the rules of the meet or the NAHA.
  - h. The NAHA and/or the referee are empowered to measure engines.
  - i. The Referee is empowered to make and enforce temporary regulations necessary to cover emergencies or special

conditions (not covered in the rule book), including any unforeseen situation, for the betterment and in the interest of the program. The Referee must consider all protests and appeals.

- j. The Referee will be responsible for the collection of all Referee and officials' fees and expenses at the conclusion of the meet.

## **B. PIT STEWARD AND ASSISTANT PIT STEWARD**

1. The duties of the pit steward and assistant will be as follows:
  - a. To notify riders to appear at the starting area in time for each event in which they are entered and assign proper starting positions.
  - b. Maintain neat, suitable and orderly pits for the riders to occupy and work in.

## CHAPTER 6: X-CLIMB RULES

1. All 250-450cc class rules apply for X-Climb. Please see 250-450 rules on page three (section 2e).
2. The promoter and or referee can determine how far the two lanes stay separate from the starting line, or if there is no separation at all once the gate drops.
3. If a rider chooses to drop out of X-Climb, the referee will give a bye to the other racer for that round.
4. The promoter is responsible for providing a fully functional motocross style starting gate.
5. Riders will start approximately one foot away from the starting gate.
6. Rear tire options will be determined by the referee. (rubber tire and/or rubber paddle, NO STEEL). Riders will be informed if they are not allowed to run a paddle tire.
7. If you are having bike problems, there will be a five minute grace period in order to run your next race bracket.
8. Intentionally taking out your opponent will result in disqualification!
9. X-Climb racing brackets will be determined by the final results of the 450 class. The racing brackets will be calculated and posted as soon as possible after the 450 finals.
10. Riders are allowed to use a different 450cc bike other than what was ridden in the 450cc pro class finals. The bike must adhere to all rules applying to the regular 450cc pro class.