



2009 AMA Racing ATV Extreme Dirt Track National Championship Series Supplemental Rules

All rules in the 2009 AMA Racing Rulebook will govern these events unless set forth in these supplemental rules.

RIDER ELIGIBILITY

All current ATVA Competition members or AMA full members, in good standing and who meet the necessary age requirements, on or before the date of the event for the classes they are entering. Riders that change age during the season may stay in the class they started the year in, or may advance. Points accumulated to that point *do not* advance with the rider to the new class.

PRO CLASSIFICATION

Pro riders are eligible to compete in Pro, Pro Lites and Pro Am classes. Any "A" class rider who declares themselves as Pro by entering the Pro class must remain in that class for the remainder of the year. In *non-national* competition, Pro riders must enter in the highest classes available. Pro riders wanting to return to the "A" class in National competition must wait one calendar year. During that year they are allowed to compete in Pro Am classes only. See Rider Advancement below.

PRO LITES & PRO AM CLASSES

Pro, "A", 16-24 A, 25+ Veteran and Senior class riders may compete in the Pro Lites or Pro Am classes. Pro Lites & Pro Am riders *may not* compete in any "B" or "C" classes. See Rider Advancement below.

RIDER CLASSIFICATION

Riders shall be classified the same as local AMA/ATVA District participation or local non-AMA/ATVA, TT participation. Riders who participate in a higher level of classification at any local AMA or non-AMA event will be considered as advanced to that higher classification.

RIDER ADVANCEMENT

If a Pro, Pro Lites, Pro Am, Amateur or youth rider feels they should be advanced sooner to a higher classification, the rider must submit a written request to the AMA Track Racing Manager and provide justification to be advanced.

Pro: To be eligible to race in the Pro class, a rider must have finished in the top 33%, in a minimum of three Pro Lites or Pro Am meets at an AMA Racing ATV Extreme Dirt Track National, within a 12-month period.

Amateur: A rider must compete one season as an amateur to be eligible to move up to Pro Am.

Youth: The highest class youth riders may advance in a single season is to amateur A.

"B" & "C" Class Riders (important note)

In the final GNC series standings, the riders finishing 1st, 2nd and 3rd in the "B" & "C" classes, will be advanced to next higher class. *Subject to review by staff or appeal process.

NATIONAL CLASSES

See **EQUIPMENT** for additional specifications

Pro & Pro Am (MUST BE 16 YEARS AND OLDER)

Class #1 - Pro (450cc max. 4-stroke Production ATV) **See 4**

Class #2 - Pro Lites (450cc 4-stroke max. Production ATV) **See 4**

Class #3 - Pro Am Unlimited (201cc-Open) **See 3**

Amateur (MUST BE 16 YEARS AND OLDER)

Class #4 - Production A (201cc-450cc max. 4-stroke production ATV) **See 4**

Class #5 - Production B (201cc-450cc max. 4-stroke production ATV) **See 4**

Class #6 - Production C (201cc-450cc max. 4-stroke production ATV) **See 4**

***Class #7** - Open A (266cc min. open 2-stroke & 451cc min. open 4-stroke) **See 3**

***Class #8 - Open B/C** (266cc min. open 2-stroke & 451cc min. open 4-stroke) **See 3**

Class #9 - 4-Stroke A (201cc-450cc max.) **See 3**

Class #10 - 4-Stroke B (201cc-450cc max.) **See 3**

- Class #11** - 4-Stroke C (201cc-450cc max.) **See 3**
- *Class #12** - 16 to 24 years A (201cc-Open) **See 3**
- *Class #13** - 16 to 24 years B (201cc-Open) **See 3**
- Class #14** - Plus 25 (201cc-Open) **See 3**
- Class #15** - Veteran 30+ years (201cc-Open) **See 3**
- Class #16** – Senior 40+ years (201cc-Open) **See 3**
- Class #17** - Women (201cc-450cc max. 4-stroke production) ATV **See 4**

Youth (PROOF OF AGE REQUIRED) < No downsizing of engines to meet any youth class cc. limits >

- *Class #18** - Schoolboy Senior (400cc 4-stroke Production (15-17 years) **See 4**
- *Class #19** - Schoolboy Junior (Maximum 200cc 2-stroke & 300cc 4-stroke Production) (13-15 years) **See 4**
- Class #20** - 71cc-90 Production **AUTO** (90 cc max.2-stroke & 125cc max. 4-stroke) (8-15 years) **See 4 - 10**
- Class #21** - 71cc-90 Production **CVT, belt drive only** (90 cc max.2-stroke & 125cc max. 4-stroke) (8-15 years) **See 4 - 10**
- *Class #22** - Super Mini (Modified 105cc max. 2-stroke & 150cc max. 4-stroke) (13-15 years) **See 3 & 12**
- Class #23** - 71cc-90cc Modified (90cc max. 2-stroke & 125cc max. 4-stroke)(8-15 yrs) **See 3 & 12**
- Class #24** - 51cc-70cc **Shifter** (70cc max.) (6-11 years) **See 3**
- Class #25** - 51cc-70cc Production **AUTO** (70cc. max.) (6-11 years) **See 4 - 10**
- Class #26** - 0-50cc Production Auto (6-8 years) **See 4**
- Class #27** - 0-50cc Stock Limited (4-6 years) **See 1**

EQUIPMENT

- *1. 50 Stock Limited; limited to production ATVs 41”max. width, 41” max. wheel base, max. 4” **Shock** travel. The following *may* be changed from stock: tires, wheels (must not change stock width) internal portions of the motor, spark arrestor may be removed (must still meet 99db) sprockets, gearing, clutch, twist throttle, handlebars, grips, handle bar pads, front bumper, rear grab bar, air filter and jetting. Air box lid may be removed or modified. Fenders may be trimmed, manufacturer installed parental speed limiting devices may be removed. Nerf bars or suitable floorboards are required. No other modifications are allowed *INCLUDING* carburetors, oil injection, air box, gas tank, exhaust systems, wheel base, width, rear axel, A-arms, steering dampner, and suspension (except shocks – limited to 4” of travel). However, if a violation is deemed by the referee to be cosmetic in nature, with no performance advantage or willful misconduct involved, he may issue a warning or fine in lieu of disqualification. Referee may permit use of a shortened or separate track as necessary. Knobby tires allowed.
2. Machines may be used in multiple classes by the same rider provided that both rider and ATV meet the requirements of the class.
- *3. The Frame with which a rider has qualified may not be changed. The complete engine which a rider has qualified may be changed, provided that it is replaced with an engine of the same make, model and displacement. All engines used in sanctioned ATV competition must be production model ATV engines or single cylinder production model motorcycle engines available for sale to the general public. Custom frames are allowed except in Production classes (see 4).
4. **Production Classes:** Stock frame and ATV engine cases from the original manufacturer of that make and model must be used. OEM frames may have material added for strength. These changes shall not affect frame geometry. Only bolt on components allowed.
5. All youth riders must fit the ATV. With rider in normal riding position, with hands on handlebars, there must be a bend in the elbows, fingers must reach all control levers. Rider in a standing position on foot pegs must have 3 inches of space between seat and rider inseam.
- *6. Safety Equipment and Machine Eligibility are the sole responsibility of the rider. After Registration and prior to practice a mandatory courtesy inspection will be performed at each event to check number plates & numbers, tether cord kill switch, nerf bars and machine width (50”). Random equipment inspections may be done and may include, but not limited to, fuel, sound, width, and displacement.
7. All ATV’s must use petroleum-based gasoline as defined in AMA Rulebook
8. An engine may be bored or stroked, to change displacement classes, but must not exceed the class limit. Example, 400cc engine may be increased to a maximum of 450cc. There is no .080 inches overbore allowed, over the class limit. No downsizing in Youth Classes.
9. All ATV’s must have dirt track tires (except 50cc), nerf bars or suitable floorboards, working tether cord, maximum width of 50”, all glass must be covered, control levers must have ball ends, engine size must be stamped on engine and axel nuts must have cotter pins or clips.
10. Transmissions in 90, 70 and 50 Production classes, limited to automatic and auto clutch. No manual clutches allowed.

*11. **ALL** ATVs must not exceed 99db, see AMA Rulebook page 99 for sound test procedures. The referee may issue a warning, a fine or disqualification. (Lower sound limits will be in effect for 2011, see page 172 in the 2009 AMA Rulebook for details).

*12. **Riders (8-15) and machines legal in the 90 Modified Class (#23) may participate in the Super Mini class (#22). Machine and age limits for the 90cc Mod class must be followed.**

*13. **At the Referee's discretion the number of laps for Heats and Mains may be changed if track or weather conditions warrant.**

*14. **Unless a catastrophic event occurs no race may be canceled after noon on Wednesday of the week prior to the event and only in consultation with the Promoter Group, Referee and AMA Track Racing Manager. If inclement weather on Saturday forces a delay no race may be canceled before 8:00 AM on Sunday morning.**

NUMBER PLATES

All ATVs in National competition must have a vertical number plate mounted on the front bumper and rear grab bar and may not be cut down for cosmetic purposes. For single and two digit numbers, the plate may be mounted vertically and for three digits numbers the plate must be mounted horizontally for better clarity and scoring purposes. The numbers shall be a minimum of 6" block numbers (no shading or outlining). The number plates and numbers must be the following colors, clear, legible and have a professional appearance. The number plates may not be mounted to the handlebars for safety. Wood or metal number plates are not allowed. The top or bottom two inches of the number plate may be used for sponsor or rider name. Pro classes only must use royal blue number plates with white letters. Pro Am and "A" class riders must use white background and black numbers. "B" riders must use red with white numbers. "C" riders must use yellow background with black numbers. All Youth classes must use black with white numbers. Age and women's classes should use the color that corresponds to their ability (A, B or C)

***National Reserved Numbers;** Numbers of the Riders finishing in the top 10 series positions in each class are reserved for the following year. Those riders with those numbers will take precedence over local rider's with the same number in the same class. Only riders who finished in 1st thru 10th place in series points, in the previous year, may use numbers 1 thru 10.

POINTS SCHEDULE

All championships will be based on the following point's schedule. Only the riders in the main event will receive points. No more than 20 riders will participate in the main event.

1 st – 30 points	5 th – 16 points	9 th – 12 points	13 th – 8 points	17 th – 4 points
2 nd – 25	6 th – 15	10 th – 11	14 th – 7	18 th – 3
3 rd – 21	7 th – 14	11 th – 10	15 th – 6	19 th – 2
4 th – 18	8 th – 13	12 th – 9	16 th – 5	20 th – 1

***To be eligible for year-end National awards, riders must have scored points in at least 4 meets in the series. For all classes - Year End Series Class Awards will be determined from points accumulated in all 6 series races.**

***AMA Racing will award AMA Racing National Championship No. 1 plates only to riders competing in "A" classes in AMA Racing National Championship Series and AMA Racing Grand Championship events.**

***RACE PROCEDURES**

All events will run qualifying heats and a main event, the number of riders in heats will be determined by track width, with a minimum of 60" per machine, all riders in heats will get a front row start.

A rider must start in a heat or consolation race to qualify for the main. *(i.e. Come to the line, with machine, when # is called and roll across the line when the race starts.)

If there are more riders in a class than can be accommodated on the starting line multiple heats will be run. If there are 21 or more riders one or more LCQ's will be run.

Riders will be divided into equal groups based on current point standing preventing all the best riders from racing in one heat.

Heats will be timed, the winner of the fastest heat will get first pick in the main and the winner of the next fastest heat will get second pick for the main and so on.

Equal number of riders from each heat will transfer to the main, leaving a fewer number to transfer from the LCQ's. No more than 20 will participate in the main.

Starting lines must be 24' apart, with the penalty line 24' behind the last starting line.

A rider must be ready when called to the starting area. If not ready, he is allowed two minutes after the starters call to make minor repairs.

Afterward, if he still is not ready, he is excluded from the event. * (A rider or pit crew member must notify a race official if they are not in staging when their number is called to receive the 2 minutes).

Any rider whose tire crosses the front line before the start will be moved to the penalty line and the position left vacant on any subsequent start or restart of the race. *(if push start is required permission must be obtained from referee or staging official to cross line prior to start).

Facilities permitting, the referee may use light(s) or flags to start a race.

Any race stopped with two laps or less completed will require a complete restart in the original positions. A rider who was determined by the referee of the event to be the primary cause for the event being stopped will be required to restart from the penalty line.

If, in the referees opinion, it is necessary to stop an event after at least 60 percent of the total distance has been covered, the race may be considered completed. Riders will be scored according to their position on the lap preceding the one during which they were red flagged.

At the referees discretion, the race may be resumed and riders will be started in **staggered** single file in the positions they held on the lap before the event was stopped. Referee may require riders to stay single file, until passing a designated point.

When an event is stopped before being completed, riders only, not the machine may return to their pit areas for repairs or adjustments. Riders, however, must be in their assigned positions and ready to race four minutes after the red flag (eight minutes during final events) or when the track is safe for racing.

If a race was stopped because riders were down, the first rider down is placed last in the restart, etc., with the last rider down behind the last rider who did not fall. If for any reason a rider does not complete the red-flagged lap, he too will be placed in the rear of the restart in a position respective of his stoppage.

If the race is called complete the riders will be scored in the position in which they would have restarted.

Pro 6 heats & 20 main	LAPS
Pro Lites & Pro Am 6 heats & 15 main	
Amateur & youth 6 heats & 10 main	
50s' 4 heats & 6 mains	All Consi 3

Pro Class Only: Pick on the line for qualifiers will be determined by their fastest lap time in practice. Top qualifiers will be divided equally between qualifiers

AWARDS/PURSE

Pro purse = \$6,000.00 (top 10 riders)

Pro Lites & Pro Am = 80% of entry fee

Amateur & Youth classes Top 10 = awards

ENTRY FEES

Pro = \$100 plus gate fee

Pro Lites & Pro Am = \$85 plus gate fee

Amateur & Youth = \$40 plus gate fee