2013 AMA ATV Extreme Dirt Track National Championship Series Supplemental Regulations

The 2013 AMA Rulebook Governing Pro/Am, Standard, ATV and Youth Competition and these Supplemental Rules will govern these events.

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, not both. Points accumulated to that point *do not* advance with the rider to the new class. A season will consist of at least four National events.

PRO CLASSIFICATION
Pro riders are eligible to compete in Pro, Pro-Am, and Pro-Am Unlimited classes. 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 and Pro-Am Unlimited classes only. See Rider Advancement below.

PRO PROVISIONAL
At a meet where there are less than 20 Pro riders, a Pro-Provisional will be allowed at the discretion of the referee. A Pro-Provisional will allow Pro-Am and Pro-Am Unlimited racers to try and qualify for the open positions in the Pro Race. A qualifying fee of $25.00 must be paid per rider. Pro-Provisional qualifying will take place Friday night. The referee or board members will have the final determination of which qualifiers will fill the remaining Pro Race open positions until the Pro field is at 20 riders. The qualified racers must then pay their entry fee into the Pro Class ($100.00). The Pro-Provisional qualified racer is no longer eligible for any amateur class for the rest of the season. The Pro-Provisional is for the current event only, and rider must return to the Pro-Am and/or Pro-Am Unlimited class at the next event. If the Pro-Provisional is used, Pro Heat lineup will be by season points for the Pros (no Pro Qualifying Friday night) and the qualifying times for the Pro-Provisional racers.

PRO-AM & PRO-AM Unlimited
Pro, "A", 16-24, 25+ Veteran, and Senior class riders may compete in the Pro-Am or Pro-Am Unlimited classes. Pro-Am and Pro-Am Unlimited 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. Riders who participate in a higher level of classification at any local AMA event will be considered as advanced to that higher classification. Any Non-AMA event will not be recognized by the Extreme Dirt Track Series.

RIDER ADVANCEMENT
If a Pro, Pro-Am, Pro-Am Unlimited, 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% (excluding Pro riders that raced in Pro-Am and Pro-Am Unlimited class) in a minimum of three Pro-Am or Pro-Am Unlimited meets at an AMA ATV Extreme Dirt Track National within the last 12-month period.

Amateur: A rider must compete one season as an "A" class amateur to be eligible to compete in Pro-Am classes or have approval from the AMA Track Racing Manager or EDT Referee. The minimum age for amateur riders is 15 (per AMA Rules, Section 4.1, page 157 and Section 4.3, page 171.) Amateur racers are not allowed to participate in any Youth classes

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 series point standings, the riders finishing 1st, 2nd, and 3rd in the "B" and "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) (15 yr Provision)
Class #1 - Pro (450cc max, 4-stroke Production ATV) **See 3 & 4**
Class #2 - Pro-Am (306cc 2-stroke & 450cc 4-stroke max) **See 3**
Class #3 - Pro-Am Unlimited (201cc-Open)(2 & 4 Stroke allowed) **See 3**

Amateur (MUST BE 16 YEARS AND OLDER)
Class #4 - Production A (201cc-450cc max. 4-stroke production ATV) **See 3 & 4**
Class #5 - Production B (201cc-450cc max. 4-stroke production ATV) **See 3 & 4**
Class #6 - Production C (201cc-450cc max. 4-stroke production ATV) **See 3 & 4**
Class #7 - Unlimited A (201cc-Open) **See 3**
Class #8 - Unlimited B (201cc-Open) **See 3**
Class #9 - Unlimited C (201cc-Open) **See 3**
Class #10 - 16 to 24 years (201cc-Open) (2 & 4 Stroke allowed) **See 3**
Class #11 - Plus 25 (201cc-Open) (2 & 4 Stroke allowed) **See 3**
Class #12 - Veteran 30+ years (201cc-Open) (2 & 4 Stroke allowed) **See 3**
Class #13 - Senior 40+ years (201cc-Open) (2 & 4 Stroke allowed) **See 3**
Class #14 - Women (201cc-450cc max) (2 & 4 Stroke allowed) **See 3**

Youth (PROOF OF AGE REQUIRED – A BIRTH CERTIFIATE (OR COPY OF) MUST BE AVAILABLE IMMEDIATELY UPON REQUEST OF REFEREE OR BOARD MEMBER)
<No downsizing of engines to meet any youth class cc limits>
Class #15 – Youth Open (91–240cc 2-stroke & 91-400cc 4-stroke)(13-16 years) **(Minimum age for a 400cc machine is 14 yrs old per AMA Rulebook Section 4.3 F, page 174) See 4**
Class #16 – Schoolboy Junior (Maximum 200cc 2-stroke & 300cc 4-Stroke Production)(13-15years) **See 4**
Class #17 – Super Mini (Modified 105cc max 2-stroke & 150cc max 4-stroke) (13-15 years) **See 3 & 12**
Class #18 – 70-90 Modified (90cc max 2-stroke & 125cc max 4-stroke) (8-15 years) **See 3 & 12**
Class #19 – 70-90 Production (Auto & CVT)(90cc max 2-stroke & 125cc max 4-stroke)(8-15 years)**See 4-10**
Class #20 – 71cc-90cc Stock Limited (8-13 years) **See 1**
Class #21 – 51cc-70cc Modified (2-stroke & 4-stroke allowed) (shifter or auto) (6-11 years) **See 3**
Class #22 – 51cc-70cc Production **AUTO** (70cc max) (6-11 years) **See 4-10**
Class #23 – 0-50cc Production Auto (6-8 years) **See 4**
Class #24 – 0-50cc Stock Limited (4-6 years) **See 1**

EQUIPMENT:

*1. Stock Limited classes; limited to production ATVs with stock width, wheelbase, and 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, handlebar 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 axle, 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. All machines must be class legal each time they pull up to the starting line or be subject to disqualification. A rider may change machines between races as long as the replacement is class legal. Starting position will be 24' behind the last occupied line or the penalty line. Once a race is started, there can be no changing of machines. START OF RACE will be defined as FIRST ATTEMPTED START, even if it results in a complete restart. If you switch bikes (before the start of the main event) it has to be approved by the referee or the rider will be subject to disqualification.

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 and numbers, tether cord, kill switch, nerf bars, and machine width (51"). Random equipment inspections may be done and may include, but not limited to, fuel, sound, width, and displacement. If a machine does not pass inspection, it will not be allowed to compete.

7. All ATVs 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 ATVs must have dirt track tires (except stock limited classes), nerf bars or suitable floorboards, working tether cord, maximum width of 51", all glass must be covered, control levers must have ball ends, engine size must be stamped on engine and axle 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 102db, see AMA Rulebook page 190 for sound test procedures. The referee may issue a warning, a fine, or disqualification if the sound of any given ATV is significantly louder than the others. First offense is a warning, second offense is subject to a fine or disqualification.

12. Riders (8-15) and machines legal in the 90 Modified Class (#18) may participate in the Super Mini class (#17). Machine and age limits for the Super Mini 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 EDT Board and/or chairman, 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 unless agreed upon by the EDT Board and/or chairman.

15. Classes with 6 or less riders may be combined with a 2nd class. Race will have one (1) start with fastest class starting on Row 1 and slower class starting on Row 2.

16. Racers (including crew members) are not allowed to do any shoveling or sweeping at the starting line. After bringing their machine to the starting line, RACERS ONLY, are allowed to use hands or feet to clear his start spot BEHIND START LINE. Mechanics are only allowed to the starting line if a bike cannot start and the rider needs assistance. The 2-minute rule still applies.

17. Protests or engine teardowns cannot occur until after the main event of a race.

18. Any race motor or race quad can be subject to inspection at any time throughout the race weekend by the Referee.

NUMBER PLATES

All ATVs in National competition must have a vertical number plate mounted on the front bumper and rear grab bar. For single and two-digit numbers, the plate may be mounted vertically. Three-digit numbers the plate must be mounted horizontally for better clarity and scoring purposes. The numbers are recommended to be 6" block numbers, a minimum of 4" may be allowed. No shading or outlining is allowed. If the Referee deems a rider's number plate is not clear enough for scoring, the rider must correct the plate. 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 with 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 riders with the same number in the same class. Only riders who finished in 1st through 10th place in series points, in the previous year, may use numbers 1 through 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.

1st – 30 points	6th – 15 points	11th – 10 points	16th – 5 points
2nd – 25	7th – 14	12th – 9	17th – 4
3rd – 21	8th – 13	13th – 8	18th – 3
4th – 18	9th – 12	14th – 7	19th – 2
5th – 16	10th – 11	15th – 6	20th – 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. There will be no drops or bonuses.**

AMA will award National Championship No. 1 plates to all class champions.

A separate Extreme Dirt Track Banquet will present #1 Plates to all Champions including Pro, Pro-Am, A, B, C, Plus and Youth classes.

****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 LCQs will be run.

Riders will be divided into equal groups based on current point standing preventing all the best rides 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 numbers of riders from each heat will transfer to the main, leaving a fewer number to transfer from the LCQs. 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 starting 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 Referee's 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 Referee's discretion, the race may be resumed and rides 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 (red flag) before being completed, riders only can adjust or make repairs on their quad. The quad must remain on the track during this time. Mechanics are not allowed to wrench on the quad, but they can assist the rider with tooling. 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.

Any rider who leaves the track after the start of a race will be disqualified for that race. A rider is allowed to work on their quad under a green flag condition only if the work is performed in the designated pit area.

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.

LAPS

Pro: 6 heats & 20 main
Pro-Am Classes: 6 heats & 15 main
Amateur & Youth: 6 heats & 10 main
50s: 4 heats & 6 main
All Consi: 3

Pro Class Only: Pick on the line for qualifiers will be determined by season points. Top qualifiers will be divided equally between qualifiers.

Pro Class Only: A Pro practice will be held at approximately 4:30pm on the day of the main event. Only Pro riders are allowed during this practice session. As such, Pro's will NOT be allowed to practice in the morning session with the Pro-Am class or any other class, even if the Pro rider is registered to compete in a Pro-Am event.

Pro-Am Classes: Those riders who race in the Pro-Am classes only will be allowed to practice in the last 15 minutes of the Pro practice.

AWARDS/PURSE

Pro Purse = $6,000.00 minimum (top 10 riders)
Pro-Am Classes = 80% of entry fee
Amateur & Youth classes Top 10 = awards

ENTRY FEES

Pro = $100 plus gate fee
Pro-Am & Pro-Am Unlimited = $85 plus gate fee
Amateur & Youth = $40 plus gate fee