



2004 ATVA GRAND NATIONAL MX CHAMPIONSHIP SERIES

All rules in the 2004 AMA Sports rule book will govern these events unless set forth in these supplementals.

RIDER ELIGIBILITY

All current AMA full memberships or ATVA Competition 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 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.

Pro Am Classes

Pro, "A", Veteran and Senior class riders may compete in the Pro Am classes. Pro Am riders *may not* compete in any "B" or "C" classes.

"A" Classification

Once a rider competes in **any** MX national and/or local event in the "A" class, it is considered permanent advancement. AMA Sports Rules Chapter 2, Section B.

NATIONAL CLASSES

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

- *Class #1 - Pro (91cc - 450cc 4-stroke Production ATV) **See #3**
- Class #2 - Pro Am 265 (91cc-265cc 2-stroke & 91cc-450cc 4-stroke)
- Class #3 - Open Pro Am (266cc-open 2-stroke & 451cc-open 4-stroke)
- *Class #4 - Pro Am Production (91cc - 450cc 4-stroke Production ATV) **See #3**

Amateur (MUST BE 16 YEARS AND OLDER)

- Class #5 - 265 A (91cc-265cc 2-stroke & 91cc-450cc 4-stroke)
- Class #6 - 265 B (91cc-265cc 2-stroke & 91cc-450cc 4-stroke)
- Class #7 - 265 C (91cc-265cc 2-stroke & 91cc-450cc 4-stroke)
- Class #8 - Open A (266cc-open 2-stroke & 451cc-open 4-stroke)
- Class #9 - Open B (266cc-open 2-stroke & 451cc-open 4-stroke)
- Class #10 - Open C (266cc-open 2-stroke & 451cc-open 4-stroke)
- *Class #11 - 4-Stroke A (91cc - 450cc)
- *Class #12 - 4-Stroke B (91cc - 450cc)
- *Class #13 - 4-Stroke C (91cc - 450cc)
- Class #14 - Production A (91cc - 450cc 4-stroke production ATV) **See #3**
- *Class #15 - Production B (91cc - 450cc 4-stroke production ATV) **See #3**
- *Class #16 - Production C (91cc - 450cc 4-stroke production ATV) **See #3**
- Class #17 - 91cc - 200cc 2-stroke & 91cc - 300cc 4-Stroke **See #8**
- Class #18 - 16 to 24 years (91cc-Open)
- Class #19 - Plus 25 (91cc-Open)
- Class #20 - Veteran 30+ years (91cc-Open)
- Class #21 - Senior 40+ years (91cc-Open)
- Class #22 - Women's A (91cc-Open)
- Class #23 - Women's B/C (91cc-Open)

Youth Classes (PROOF OF AGE REQUIRED)

- Class #24 - 91cc-200cc 2-stroke & 91cc-300cc 4-stroke; Production ATV (*13-15 years) **See #3 & 4**
- *Class #25 - 71cc-90cc Production (8-15 years) **See #3**
- Class #26 - 71cc-90cc Modified (9-15 years)
- Class #27 - 51cc-70cc Modified (6-11 years)

*Class #28 - 0-50cc Limited (4-8 years) Limited to production ATVs. The following *may* be changed from stock: tires, wheels, internal portions of the motor, sprockets, gearing, twist throttle, handlebars, grips, handle bar pads, front bumper, rear grab bar and jetting. Fenders may be trimmed. Nerf bars or suitable floorboards are required. No other modifications are allowed *INCLUDING* carburetors, air box and lid, gas tank, exhaust systems with spark arrestor, wheel base, width, rear axel, A-arms, electrical system, shocks and suspension. To accommodate the 50cc class promoters may use a shortened or separate track as necessary.

1. All machines may be used in multiple classes by the same rider provided that both rider and ATV meet the requirements of the class.
2. 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. 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. Repairs may be made or parts replaced as necessary during a meet.

3. **Production Classes** Cannot exceed maximum class displacement. 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 or suspension geometry.

4. **91cc-200cc 2-stroke & 300cc 4-stroke Production ATV (*13-15 yrs)** With rider in normal riding position with hands on handlebars, there must be a bend in the elbows, fingers must reach all control levers. When standing on the foot rest or floor boards there must be a minimum of 3" clearance between seat and inseam.

AWARDS/PURSE

*Pro purse = \$7,000.00 (Top 20 Riders)
Pro Am = 80% of entry fee
Amateur & youth classes Top 10 = awards

ENTRY FEES

Pro	\$100 plus gate fee
Pro Am	\$85 plus gate fee
Amateur & Youth	\$40 plus gate fee

LAPS PER MOTO

Pro class = 20 minutes plus one lap
*Pro-Am classes = 15 minutes plus one lap
Amateur and youth classes = Four laps

"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.

5. Random equipment inspections will be done at the Nationals and will include fuel, 50 inch width and displacement.
6. All ATV's must use petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814, with the following clarifications:
 - (a) Specific gravity must fall within the range: .700 - .765 at 60 degrees F.
 - (b) The maximum oxygen content is 2.8% m/m.
 - (c) The only allowable oxygenates are ethers and alcohols, as listed and characterized for oxygen mass fraction in ASTM D4814. Epoxides (i.e. Propylene oxide) will not be considered ethers. Nitrogen-bearing compounds are not allowed.
 - (d) Lubrication additives are permitted provided the resulting mixture will meet all other requirements.
 - (e) Samples for lab analysis may be taken anytime during a meet from a competitor's fuel tank at the discretion of the meet referee.
 - (f) Any rider found with illegal fuel will lose all points earned for that meet and be fined \$200.00 payable to AMA.
- *7. An engine can be bored, but not pass the class limit. Example, 250cc engine may be increased to a maximum of 265cc. There is no .080 inches overbore allowed beyond the class limit. This applies to all classes.
- *8. The 91cc-200cc 2-stroke and 91cc-300cc 4-stroke class must use ATV engines only, water cooled ATV engines are allowed.

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 it is recommended that the plate 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 shall be of contrasting colors, clear, legible and have a professional appearance. No other letters or symbol may be used (i.e. X,T,N, /,etc.) 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 will use royal blue number plates with white letters.**

National Reserved Numbers

The top 10 numbers for each class are reserved for those riders wishing to use the number that corresponds with their finishing position in the previous year. Nationally reserved numbers (between 11-999) on file with the ATVA will take precedence over local riders numbers with the same number in the same class. Pro Class only top 3 numbers are reserved for finishing position from the previous year.

POINTS SCHEDULE

All championships will be based on the following points schedule. Only the riders in the finals will receive points. No more than 20 riders will participate in the final.

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

To be eligible for year end National awards, riders must have scored points in at least two (2) meets in the series.

(Pro Class)

The Pro classes in the National MX will be determined by points accumulated from **all** meets in the series.

(Pro-Am, Amateur classes)

The Pro-Am and Amateur classes in the National MX will be determined by points accumulated from **three** less than all meets in the series.

(Youth classes)

The Youth class in the National MX will be determined by points accumulated from **four** less than all meets in the series.

RACE PROCEDURE

If there are more riders in a class than can be accommodated on the course and starting line, the following program will be used.

1. Riders are divided into equal groups starting with the rider who in the previous year end standings earned the number one plate riding in the first moto, rider number two in the second moto etc. This avoids having all the best riders in the same qualifying moto.
2. Equal quantities from each moto will transfer to the final moto leaving a fewer number of transfer positions from the consolation moto(s) than in the previous moto. Riders transferring from the first moto will transfer their earned points according to their finishing positions. For the final scoring calculation, the riders who transfer from the consolation moto will start the final moto with points based on the number of qualifying riders from the first moto and the next finishing positions.
Example: In the first and second moto eight (8) riders transfer to the final, with four (4) riders transferring from only consolation moto. The riders transferring from their first motos will have 1 to 8 points depending on their finishing position. The first rider transferring from the consolation moto will have 9 points (points equal to the next finishing position) followed by the next finishing rider with 10 points etc.
3. Rider placement for the first moto will be chosen by random computer selection.
4. Pro class will race 20 minutes + 1 additional lap. Pro Am classes will race 15 minutes + 1 additional lap.

***PRO CLASS**

The top 5 finishers from the 2003 Pro and Pro Production class standings are seeded for the first race only. For the balance of the series, the top 10 in the current points standing will be seeded and will not be required to qualify for the first moto.