



2004 ATVA GRAND NATIONAL Short Track CHAMPIONSHIP SERIES

All rules in the current Rules for AMA Sports 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.

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* ST national and/or local ST event in the "A" class, it is considered permanent advancement.

AMA Sports Rules Chapter 2, Section B.

NATIONAL CLASSES

Pro, Pro Production & 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 (265cc-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/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/C (266cc-open 2-stroke & 451cc-open 4-stroke)

*Class #14 - Production (91cc - 450cc 4-stroke production ATV) See #3

Class #18 - 16 to 24 years (91cc-Open)

Class #19 - Plus 25 (91cc-Open)

Class #20 - Veteran 30+ years (91cc-Open)

Class #22 - Women's (91cc-Open)

Youth (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 axle, A-arms, electrical system, shocks and suspension.

- All machines may be used in multiple classes by the same rider provided that both rider and ATV meet the requirements of the class.
- 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.
- 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.
- 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 = \$1000.00 min. or 150%

Pro Am = 80% of entry fee

Amateur & youth classes, top 5 awards

ENTRY FEES:

Pro \$85 plus gate fee

Pro Am \$60 plus gate fee

Amateur & Youth \$35 plus gate fee

LAPS

Pro class = Heats 6 Main 15

Pro-Am = Heats 6 Main 12

Amateur/youth = Heats 6 Main 10

50 Limited = Heats 4 Main 6

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

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 with the same number in the same class.

POINTS SCHEDULE

All championships will be based on the following point's 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.

(All Classes)

All classes in the National ST will be determined by points accumulated from **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 heat, rider number two in the second heat etc. This avoids having all the best riders in the same qualifying heat.
2. Equal quantities from each heat will transfer to the final heat leaving a fewer number of transfer positions from the consolation heat(s) than in the previous heat
3. When possible, ST Pro and Pro Am classes should be run as an evening program using appropriate track lighting.

* Changes or new for 2003