



# 2006 ATVA GRAND NATIONAL CHAMPIONSHIP MX SERIES

All rules in the 2006 AMA Sports Rulebook will govern these events unless set forth in these Supplemental Rules.

## RIDER ELIGIBILITY

All current ATVA Competition members or AMA full memberships, in good standing and who meet the necessary age requirements, on or before the date of the event for the classes they are entering may compete. 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. 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", 16-24 yrs. 25+ Veteran, Senior and Women class riders may compete in the Pro Am classes. Pro Am riders *may not* compete in any "B" or "C" classes.

### \*Rider Classification

Riders shall be classified the same as local AMA District participation or local non-AMA 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.

## NATIONAL CLASSES

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

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

**\*Class #2** - Pro Am Production (450cc 4-stroke max. Production ATV) **See #4 (both motos on Saturday)**

**\*Class #3** - Pro Am Unlimited (91cc-Open) **See #3 (both motos on Sunday)**

### Amateur (MUST BE 16 YEARS AND OLDER)

**Class #4** - 91cc-265 A (265cc max. 2-stroke & 450cc max. 4-stroke) **See #3**

**Class #5** - 91cc-265 B (265cc max. 2-stroke & 450cc max. 4-stroke) **See #3**

**Class #6** - 91cc-265 C (265cc max. 2-stroke & 450cc max. 4-stroke) **See #3**

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

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

**Class #9** - Open C (266cc min. open 2-stroke & 451cc min. open 4-stroke) **See #3**

**Class #10** - 4-Stroke A (91cc-450cc max.) **See #3**

**Class #11** - 4-Stroke B (91cc-450cc max.) **See #3**

**Class #12** - 4-Stroke C (91cc-450cc max.) **See #3**

**Class #13** - Production A (91cc-450cc max. 4-stroke production ATV) **See #4**

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

**Class #15** - Production C (91cc-450cc max. 4-stroke production ATV) **See #4**

**Class #16** - 16 to 24 years (91cc-Open) **See #3**

**Class #17** - Plus 25 (91cc-Open) **See #3**

**Class #18** - Veteran 30+ years (91cc-Open) **See #3**

**Class #19** - Senior 40+ years (91cc-Open) **See #3**

**\*Class #20** - Women (91cc-450cc max. 4-stroke production ATV) **See #4** (eligible to compete in Pro-Am, A, B, C or age classes)

**\*Class #21** - Women Sport (91cc-Open) **See #3** (eligible to compete in B, C, or age classes)

**\*Class #22** - 4-Stroke Stock Production (only changes allowed are tires and handlebars) **See #10**

**Class #23** - Consolation (91cc-Open) Racers that did not qualify for Sunday. No National points. Class may not be offered at all events.

### Youth Classes (PROOF OF AGE REQUIRED)

**Class #24** - Youth Production (200cc max. 2-stroke & 300cc max. 4-stroke) (13-15 years) **See #4 - #9**

**Class #25** - 71cc-90 Production Senior, **AUTO** (90 cc max. 2-stroke & 125cc max. 4-stroke) (12-15 years) **See #4- #11**

**Class #26** - 71cc-90 Production Junior, **AUTO** (90 cc max. 2-stroke & 125cc max. 4-stroke) (8-11 years) **See #4- #11**

**Class #27** - 71cc-90cc Modified (90cc max. 2-stroke & 125cc max. 4-stroke) (8-15 years) **See #3**

**\*Class #28** - 51cc-70cc Shifter (70cc max.) (6-11 years) **See #3**

**\*Class #29** - 51cc-70cc Production **AUTO** (70cc. max.) (6-11 years) **See #4 - #11**

**\*Class #30** - 0-50cc Production **AUTO** (6-8 years)

**\*Class #31** - 0-50cc Stock Limited (4-6 years) **AUTO See #1 - #11**

1. 50 Stock Limited; limited to production ATVs 41" max. width, 41" max. wheel base, max. 4" suspension travel. The following *may* be changed from stock: tires, wheels (must not change stock width) internal portions of the motor, sprockets, gearing, clutch, twist throttle, handlebars, grips, handle bar pads, front bumper, rear grab bar and jetting. 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 and lid, air filter, gas tank, exhaust systems with spark arrester, wheel base, width, rear axle, A-arm, shocks and suspension. To accommodate the 50cc class promoters may use a shortened or separate track as necessary.

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 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. Custom frames are allowed.

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.

## AWARDS/PURSE

\*Pro purse = \$10,000.00 (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 = 6 laps

Amateur and youth classes = 4 laps

## "B" & "C" CLASS RIDERS

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. 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. Random equipment inspections may be done at the Nationals and may include fuel, sound, 50 inch width. Displacement will be measured at the end of the meet.
7. 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 ATV 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.
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. This applies to all classes except Unlimited and Open.
9. Class #24 Youth Production, no down sizing of engines allowed to meet the class limit
10. All ATV's must have nerf bars or suitable floorboards, working tether cord, maximum width of 50", all glass covered, control levers must have ball ends, engine size stamped on engine and axel nuts must have cotter pins or clips, if applicable.
11. Transmissions are limited to automatic and auto clutch. No manual clutches allowed.
12. Pro ATVs must not exceed 102db @3,750 rpm. and all other ATVs should not exceed 102db as measured by the stationary sound test procedures, SAE J1287

## **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 must use royal blue number plates with white letters. Pro-Am and "A"-class riders, we recommend white background and black numbers. "B" we recommend red with white numbers. And for "C" riders, we recommend yellow background with black numbers. All age groups, 200/300 and youth classes, the number plate recommendations are black with white numbers.

### **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 rider's numbers 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 final moto will receive points. No more than 20 riders will participate in a moto.

1 <sup>st</sup> – 30 points	5 <sup>th</sup> – 16 points	9 <sup>th</sup> – 12 points	13 <sup>th</sup> – 8 points	17 <sup>th</sup> – 4 points
2 <sup>nd</sup> – 25	6 <sup>th</sup> – 15	10 <sup>th</sup> – 11	14 <sup>th</sup> – 7	18 <sup>th</sup> – 3
3 <sup>rd</sup> – 21	7 <sup>th</sup> – 14	11 <sup>th</sup> – 10	15 <sup>th</sup> – 6	19 <sup>th</sup> – 2
4 <sup>th</sup> – 18	8 <sup>th</sup> – 13	12 <sup>th</sup> – 9	16 <sup>th</sup> – 5	20 <sup>th</sup> – 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 will be determined by points accumulated from **all** meets in the series.

### **(Pro-Am, Amateur classes)**

The Pro-Am and Amateur classes will be determined by points accumulated from **4** less than all meets in the series.

### **(Youth classes)**

The Youth class will be determined by points accumulated from **5** less than all meets in the series.

**\*RACE PROCEDURE** If there are more riders in a class than can be accommodated on the starting line, the following program will be used. Riders are divided into equal groups based on current point standings. Number one ranked rider will go in moto one, number two ranked rider in the second moto, number three ranked rider in moto one, etc. This avoids having all the best riders in the same qualifying moto. 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. Rider placement for the first moto will be chosen by random computer selection, except pro class. *\*Pro Class*, the top 10 finishers from the 2005 Pro 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. Top 5 in points standings will get first 5 gate picks. All Pro riders must be signed up prior 12:00 noon on Saturday.