



2007 DISTRICT 36 MOTORCYCLE SPORTS COMMITTEE OPERATIONS MANUAL

(28 January 2007)

A Supplement to AMA Rules for Amateur Competition

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2007 Operations Manual



2007 CALENDAR OF EVENTS

Race dates and locations may be subject to change.
Check with the hosting clubs, listed in the back of the rulebook, before going.

Symbols

A= Amateur ES= European Scrambles GP= Grand Prix HS= Hare Scrambles N= National QE= Q Enduro SM= Supermoto ST= Short Track	E= Enduro FE= Family Enduro HH= Hare & Hound MX= Motocross P= Pro QL= Qualifier SP= Special Event TT= Tourist Trophy
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Date:	Event:	Club:
January		
1/13	Prairie City GP	Polka Dots
1/14	Prairie City GP	Polka Dots
1/17	D36 Meeting	
1/20	2006 Awards Banquet D36	
1/27	Pro Supercross	AMA
February		
2/3	Thunderhill Raceway GP	CC Promotions
2/4	Thunderhill Raceway GP	CC Promotions
2/10	Heart On NHS	P & D Promotions
2/11	Heart On NHS	P & D Promotions
2/17	E Street HS	E Street CC
2/18	E Street HS	E Street CC
2/21	D36 Meeting	
2/25	Quicksilver NE	Salinas Ramblers
March		
3/3	Old Crow HS	Red Neck Roosters
3/4	Old Crow HS	Red Neck Roosters
3/10	Wild Piglet FE	Timekeeper's MC
3/11	Wild Boar E	Timekeeper's MC
3/17	Phantom HS	Ghostrider's MC
3/18	Phantom HS	Ghostrider's MC
3/21	D36 Meeting	
3/24	Picacho HS	Salinas Ramblers
3/25	Picacho HS	Salinas Ramblers
3/31	Pony Soldier HS	Western States Racing
3/31	P&D Pro Dirt Track	San Jose
3/31	Pit Bike Race	Skip's at Carnegie
April		
4/1	Hillclimb	Skip's at Carnegie
4/1	Pony Soldier HS	Western States Racing
4/1	P&D Pro Dirt Track	San Jose
4/7	Lodi TT	Lodi
4/8	Lodi ST	Lodi
4/14	Shasta Dam GP	Redding Dirt Riders
4/14	Lodi TT	Lodi
4/15	Shasta Dam GP	Redding Dirt Riders
4/15	Lodi ST	Lodi
4/18	D36 Meeting	
4/21	Lodi ST	Lodi
4/21	Honey Lake HS	Honey Lake MX
4/22	Honey Lake HS	Honey Lake MX
4/22	Open Traction TT	SCRU
4/28	Lodi ST	Lodi
4/29	Hollister Youth HS	P & D Promotions
May		
5/5	Coyote Hills HS	Los Altos Dirt Bikers
5/6	Coyote Hills HS	Los Altos Dirt Bikers
5/5	Lodi ST	Lodi
5/6	Fool's Gold E	CERA
5/11	Speedway	Fast Friday's
5/12	Lodi TT	Lodi
5/12	Outlaw HS	SCSCA
5/12	Sawmill NE	North Bay MC
5/13	Outlaw HS	SCSCA
5/16	D36 Meeting	
5/17	Hangtown NA MX	Dirt Diggers NMC
5/18	Hangtown NA MX	Dirt Diggers NMC
5/19	Stockton ST	Dixon
5/19	Hangtown NA MX	Dirt Diggers NMC
5/20	Hangtown NP MX	Dirt Diggers NMC
5/20	Little Polecat E	Merced Dirt Riders
5/26	AN TT	Lodi

Date:	Event:	Club:
5/27	AN ST	Lodi
5/27	Leoni Meadows HS	Earthscape Custom DW
5/28	Leoni Meadows HS	Earthscape Custom DW
5/28	AN ST	Lodi
June		
6/1	CVR ST	Newman
6/2	CVR ST	Newman
6/2	49'er FE	Polka Dots MC
6/2	ISDE Qualifier NE	Boise Ridge Runners
6/3	ISDE Qualifier NE	Boise Ridge Runners
6/9	Stockton ST	Dixon
6/16	Stockton ST	Dixon
6/20	D36 Meeting	
6/23	Stockton ST	Dixon
6/29	CVR ST	Newman
July		
7/7	Lodi ST	Lodi
7/8	Funky Chicken NHS	Emerald Trail Riders
7/14	Lodi ST	Lodi
7/18	D36 Meeting	
7/21	Lodi ST	Lodi
7/28	Lodi ST	Lodi
August		
8/3	CVR ST	Newman
8/4	CVR ST	Newman
8/10	CVR ST	Newman
8/11	CVR ST	Newman
8/15	D36 Meeting	
8/18	Furnace Youth NHS	Bushwackers MC
8/18	Lodi ST	Lodi
8/19	Furnace Youth NHS	Bushwackers MC
8/25	Lodi ST	Lodi
8/25	Supermoto	Super-Moto Productions
8/26	Supermoto	Super-Moto Productions
September		
9/8	Lodi ST	Lodi
9/14	CVR ST	Newman
9/15	CVR ST	Newman
9/19	D36 Meeting	
9/22	Lodi TT	Lodi
9/22	Supermoto	Super-Moto Productions
9/23	Supermoto	Super-Moto Productions
9/29	Wild Horse E	Western States Racing
9/29	Lodi TT	Lodi
9/30	Wild Pony FE	Western States
October		
10/6	Lodi ST	Lodi
10/13	Prime Time HS	Timekeeper's MC
10/13	Lodi ST	Lodi
10/14	Prime Time HS	Timekeeper's MC
10/17	D36 Meeting	
10/20	Lodi ST	Lodi
10/20	Supermoto	Super-Moto Productions
10/21	Supermoto	Super-Moto Productions
10/21	Lodi ST	Lodi
10/21	Jackhammer E	Oakland MC
10/27	Crazy Miner FE	CERA
10/27	Honey Lake HS	Honey Lake MX
10/28	Honey Lake HS	Honey Lake MX
10/28	49'er E	Polka Dots MC
November		
11/3	Cowbell E	Hayward MC
11/3	Lilliputian HS	Dirt Diggers NMC
11/4	Lilliputian HS	Dirt Diggers NMC
11/10	Stead HS	CC Promotions
11/11	Stead HS	CC Promotions
11/11	WFO E	Valley Climbers
11/17	Wilseyville HS	2+2 Racing Team
11/18	Wilseyville HS	2+2 Racing Team
11/18	Bearfoot FE	Richmond Ramblers
11/21	D36 Meeting	
11/25	Buckhorn E	Redding Dirt Riders
December		
12/1	Annual Sanctioning	D36 Sanctioning
12/19	D36 Meeting	

BOARD OF DIRECTORS

James Davis	Rich Fern
Al Fitch	Ralph Lee
Jim Nelson	Jill Patterson
Dave Pickett	Ed Santin
Kraig Traum	

OFFICERS

President:	Dave Pickett
Vice President:	Ed Santin
Treasurer:	Rich Fern
Secretary:	Liz Fitch
Sanctioning	
Steward:	John Davis
Director of	
Competition:	James Davis
Legislative	
Action Officer:	Dave Pickett

COMPETITION STEWARDS

Cross Country:	Jeff Irwin	(916) 837-7713
Youth CC:	Al Fitch	(925) 674-1039
Dirt Track,		
ST, TT:	Carter Fisher	(916) 425-2186
Enduro:	Kraig Traum	(925) 260-0315
Youth Enduro:	Bill Zakareckis	(408) 265-1674
Motocross:	James Davis	
Supermoto	Brian Schmeltz	(415) 806-1404
Women:	Ann Creson	(925) 367-5952

DISTRICT 36 LEGISLATIVE ACTION OFFICE

In addition to being a Sanctioning Body, District 36 is heavily involved in protecting our right to ride on public lands. To achieve this, in 1988 District 36 created the Legislative Action Office, or LAO. We use this fund to pay for: Radio ads, BRC contributions, congressional lobbyists, local lawsuits, and Projects or Grants that will ensure riding areas exist in the future. This fund also provides support to our full time Legislative Officer. One half of our Membership fee goes to support this office, in addition to three dollars per rider fee at each event. Motocross/Dirt Track clubs and promoters pay \$75.00 per event to a maximum of \$975 per year into this account. We must do everything we can to protect our interests, or our sport will not continue to exist as we know it today. Your support, both financial and otherwise, is deeply appreciated. If you would like to learn more about how you can participate in our battle, contact: (Rev. 21 Nov 2003)

Dave Pickett

District 36 Legislative Action Office

LAO Office & Fax 916-984-8253

E-Mail LAO@ama-D36.org

127 Rawlings Court

Folsom, Ca. 95630-4847

INTRODUCTION

This Operations Manual has been provided in accordance with the By-Laws of District 36. The purpose of this Operations Manual is to provide guidance in governing the activities and riders of District 36 events. (Rev. 26 Dec 2006)

The Board of Directors of D36 retains jurisdiction of this Operations Manual and can change rules and procedures in the best interest of D36, overriding all other groups and individuals of D36. (Rev. 26 Dec 2006)

AMA National Championship events will be run under the current year's AMA Rule Book and jurisdiction.

All Clubs, Promoters, Riders, Referees and District 36 Officials are presumed to be fully acquainted with this book and to obey and enforce the rules herein.

A Special Category Rule takes precedence over a General rule.

DEFINITIONS:

AMATEUR: All riders 16 years of age and older and riders reaching the age of 12 competing in an Amateur meet. Only motorcycles are allowed in this class, minicycles are not allowed.

EVENT: Any of the contests in a meet.

MEET: An activity during which one or more motorcycle events and related practices for such events are conducted.

MINICYCLE: A two-wheeled motor-powered vehicle with a wheelbase of 51 inches or less.

MOTORCYCLE: A two-wheeled motor-powered vehicle with a minimum wheelbase of 51 inches; minimum rear wheel size of 16" and minimum engine size of 86cc.

PROCEDURE: The way in which something will be carried out.

RIDER: Any person who has completed an entry and competes in a meet.

RULE: The specifics in how a procedure will be carried out.

SPORTSMAN: All engine classification events.

YOUTH: All riders between the age of 4 and 12 and riders under the age of 16 competing in a youth meet.

SECTION 1

DISTRICT 36 MOTORCYCLE SPORTS COMMITTEE CORPORATION

1.1 Membership in this non-profit organization is open to any organization or individual interested in the sport of motorcycling and who meets the requirements for Membership. The Board of Directors of District 36 reserves the right to deny and/or terminate Membership to any person or organization whom the Board determines to be or have been inappropriate as a member of the District. Application for Membership acknowledges subordination to this rule.

1.2 Classes of Membership are of two (2) types:

1.2.1 Active Members. All members of this type must be chartered by the American Motorcyclist Association as either a Club or a Promoter. Each Active member must pay a fifty (\$50.00) dollar Membership fee at or before the annual

Sanction meeting. Membership fees paid after the Sanction meeting will be \$100. One half of this membership fee shall be allocated to the Legislative Action Office. Also, a \$150 deposit check will be collected at the Sanctioning meeting. It will be refunded after the event provided all card and appropriate event fees are paid on time. In the case of multi-event clubs, only one \$150 deposit is required. It will be refunded after all events are held for the year. (Rev. 26 Dec 2006)

Active members are entitled to send two (2) delegates to all meetings of the District 36 Motorcycle Sports Committee. Each delegate is entitled to (1) vote.

1.2.2 Participating Members. Individuals become members in this category upon receiving a District 36 Membership Card. (Rev. 22 Mar 04)

1.2.3 Active Members (Club Officers, Promoters and Referees) and Competition Committeemen living within a 150-mile radius of the meeting place shall attend at least four (4) meetings per calendar year, one of which shall be the "Annual Meeting". Those living over a 150 mile radius of the meeting place shall attend at least two (2) meetings per calendar year, one of which shall be the "Annual Meeting". Additional participation in other events may also be mandatory.

1.3 Meetings of the District 36 Motorcycle Sports Committee including Referees, delegates, and Competition Committeemen, shall be held on the third (3rd) Wednesday of each month at 7:30 p.m. An annual sanctioning meeting in December shall be held for the purpose of awarding sanction dates. Attendance at this meeting is mandatory for all Clubs.

1.4 Officers. The governing body of the District 36 Motorcycle Sports Committee shall be a nine (9) member Board of Directors elected by the Active Members at the sanctioning meeting in December of each year.

1.4.1 The Board of Directors shall elect the following officers each year or when vacancies occur: President, Vice President, Director of Competition, Competition Stewards, Competition Committeemen, Secretary, Treasurer and Sanction Steward. These electees are responsible to the Board of Directors and are subject to disciplinary action or dismissal. (Rev. 20 Dec 2002)

1.4.2 The Director of Competition shall be Chairman of the Competition Committee; and oversee and assist the Stewards. (Rev. 22 Mar 2004)

1.4.3 A Competition Steward shall be elected for the following categories (or others as may be deemed necessary): (1) Cross Country, (2) Enduro, (3) Moto Cross, (4) Short Track/Scrambles. Mini Bikes will be controlled by the proper class Stewards. It shall be the duty of the Stewards to maintain current point standings, classify riders, and see that events in their category are properly covered by Competition Committeemen. (Rev. 20 Dec 2002)

1.4.4 The members of the Competition Committee shall have the following duties:

A. To assist the Director and the Stewards.

B. To attend the events and provide guidance to the referee.

C. To hear all formal protests.

D. To act as a field representative for the riders.

E. To be thoroughly familiar with the rule book and carry a copy with them.

F. To act as a mediator between riders and race officials.

G. To assist riders as to proper procedures of filing a protest, and when and where it will be heard.

H. To conduct himself at all times in a manner which will gain the respect of riders and race officials alike.

I. To make himself available to promoting clubs and riders, to give advice and assistance.

J. To keep abreast of developments concerning District policies.

K. To notify the Competition Committee of any problems that cannot be settled in the field.

L. To not officiate at activities of other organizations which are in conflict with the AMA and District 36.

All Competition Committeemen, Officials, and members of the Board of Directors shall hold a current District 36 Membership Card. District 36 representatives or officials are not required to sell District Membership cards at events. This is the responsibility of the Club or Promoter. Representatives and Officials of the District may, of their own free will, help in selling cards. (Rev. 22 Mar 2004)

1.4.5 All Competition Committee members and Stewards of the District will be issued suitable cards, jackets, and badges so as to be readily identifiable as such. Committee members shall carry their current card and will wear appropriate jacket, badge or other District attire whenever possible – when at a District event. Committee members shall make his/her presence known to the event Referee and to the event Steward, if in attendance.

1.4.5A Committee members shall be admitted free to event grounds. Committee members shall pay a maximum of ten dollars (\$10.00) to participate in any D36 event. D36 Stewards will not pay to participate in any D36 event. (Rev. 20 Dec 2002)

1.4.6 The authority of the officers of the District is District wide and is not restricted by type of event or Membership category. (Rev. 22 Mar 2004)

1.4.7 Competition Committeemen and Stewards have the authority to ask for and see, any rider's Membership card, and to suspend a rider on the spot, if deemed necessary, by taking the card. If a rider is suspended, formal action must be taken within 30 days, or the card returned. Failure to show or surrender card is cause for suspension. (Rev. 22 Mar 2004)

1.4.8 Two AMA Off Road Congressmen will be elected at the Annual Meeting. Each Congressmen serves for two years. They are elected in alternate years. One ATV Congressmen will also be elected at the Annual Meeting to serve a two-year term. All Congressmen must possess a current District 36 full Membership card and current AMA Membership card. (Rev. 22 Mar 2004)

1.5 SANCTIONING

Dates for District 36 Amateur and Semi Pro events will be awarded to active members at the sanction meeting. All fees not yet paid from the previous year(s) must be paid in full before any sanction dates for the next year will be considered. All AMA sanction fees for the next year will be paid at this meeting. After the meeting, other dates must be approved by the Sanction Steward, and all fees paid thirty days in advance. Dates, which are awarded at the sanction meeting, will be included in the District 36 Event Calendar. Each year the District has first choice over anyone at the Sanctioning Meeting for a District Benefit Race date.

1.5.1 Membership as an Active Member in District 36 does not guarantee the receipt of one or more sanctioned event dates.

1.5.2 Granted sanctioned event dates are non-transferable in any way whatsoever, not to other promoters, not to other race facilities. An appeal to the Board of Directors through the Sanctioning Steward may be made to waive this sub-section. Non-compliance with this rule may be cause for immediate expulsion as an active member. Changes must be sent to the AMA.

1.5.3 Prior to sanctions being granted for event dates, active members may be required to show written proof of 1) the intended facility and its specific location(s) and 2) written approval from the facility. No sanctions will be granted without proof of the availability of specific locations for those sanctions.

1.5.4 If in the normal course of the sanctioning or a pre-sanctioning meeting Clubs or Promoters can not agree among themselves on the distribution of available calendar dates, the following sequence of events WILL DECIDE which Club or Promoter will receive priority in the selection of that date:

1. Event history with a specific calendar date(s) over long periods of time.
2. The length of association with District 36 as an Active Member.
3. The number of meetings of the District 36 Motorcycle Sports Committee attended since the beginning of the current event calendar year (must be present for the entire meeting).
4. The number of volunteers from the organization assisting with District 36 Benefit functions (benefit races, tree planting, and other functions as may be defined) during the past event calendar year.
5. If a conflict still exists, the Sanction Steward will allow the clubs involved 5 minutes each to discuss the issue. At the end of the time frame allowed, the Sanction Steward will make the final decision as to date issuance.

A Promoter may not sanction a date and then not hold a race to block another Promoter from said date. Doing so will result in a minimum \$50 fine.

1.6 RULEBOOK

1.6.0 Procedures in this book are set by the Board of Directors and are not open to amendment by the Competition Committee. (Rev. 26 2006)

1.6.1 Rules in this book can be amended, changed or eliminated during the year if approved by two thirds of the voting attendees at a scheduled Rules Committee meeting, and approved by a majority of the voting members of the Competition Committee in attendance at a regular scheduled meeting, or if approved by two thirds of the voting Competition Committee in attendance at a regular scheduled meeting, providing the proposed action has been reviewed by the Rules Committee Chairperson and a minimum of two (2) weeks notice has been given to the Director of Competition. A Rules Committee meeting will be called whenever deemed necessary by the Rules Committee Chairman. The Rules Committee shall consist of Stewards and concerned individuals. (Rev. 19 Nov 2003)

Rule Proposal Review Guidelines to be used by the Rules Chairman as determined by the Board of Directors (Rev. 22 Mar 2004)

1.6.2 General Rule Proposal Requirements:

1. Proposals must state which rule (with number) that is being changed and if it impacts any other rules in the D36 rulebook.
2. New rule proposals must give the location and new rule number of where the proposal is to be added.
3. The exact verbiage must be stated.
4. The proposal must state which discipline it applies to and if the appropriate Steward approves of the proposal.
5. The reason for the proposal must be stated and substantiating documentation should be provided, if available.

1.6.3 Specific Rule Proposal Requirements that must be met to have the proposal heard by the Competition Committee at a regularly scheduled D36 meeting are:

1. The proposal cannot violate AMA rules.
2. The proposal cannot violate or contradict other rules in the D36 rulebook.
3. The proposal must be clear and free of confusion.
4. The proposal must take into consideration and change all portions of the rulebook that it impacts.
5. There must be an urgent reason to hear the rule – rather than deferring it to the next Rules Committee Meeting.
6. The proposal must not be essentially the same as another proposal that failed within the last six months.

Rule Proposals that do not meet these requirements will be deferred to the next Rules Committee meeting. The Rules Chairman is responsible for making this determination, but, this determination can be appealed to the Competition Committee at a regularly scheduled D36 meeting. Rule Proposals that have already been reviewed and passed by a Rules Committee meeting will be considered to have passed all of the above requirements and will be presented to the

Competition Committee. Rule Proposals that are presented to the Competition Committee at a regularly scheduled D36 meeting will have a discussion limit of eight (8) minutes per rule. (Rev. 18 Mar 2004)

SECTION 2 MEMBERSHIP CARDS

2.1 Any person, club affiliated or not may apply for a District 36 Membership Card. (Rev. 22 Mar 2004)

2.2 If applicant is under 18 years of age, a parent or guardian must sign the application.

2.3 Membership Cards are valid for one year from the month of purchase. Riders not renewing their cards within six (6) months may lose their previous number. (Rev. 22 Mar 2004)

2.4 All entrants in District 36 events must have a current District 36 Membership Card and a current full AMA Membership card. Exception: Riders from other recognized AMA Districts and holding a valid Membership card from that District, in the category entered and riders holding a current National Number for the type of event entered may not be required to buy a District 36 Membership Card. All entrants must be familiar with the rules of the event entered and comply with all safety requirements. Rulebooks can be obtained from District Clubs or Officials. Active members (Clubs or Promoters) may be fined by the District, up to ten dollars (\$10) per instance, for allowing a rider without a current Membership Card (or receipt) in his possession to participate in a sanctioned event. (Rev. 22 Mar 2004)

2.5 Fee Charge. The yearly fee for a District 36 Membership card is \$30.00. The fee for a District 36 Family Membership card is \$50.00. (Family is defined as husband, wife, and children under the age of 18 years, residing at the same address) Card replacement fees are \$5.00. Number changes for single digit D36 numbers are \$50 and are available to A amateur riders only. Number changes for double digit D36 numbers are \$25 and are available to A and B amateur riders only. Triple digit D36 numbers are available for \$10 to all district riders. A one-day District 36 guest pass is \$10.00. With a one-day guest pass a rider may compete in District 36 events and will be eligible for championship and advancement points. (Rev. 20 Sept 2006)

2.5. (A) Family Memberships must be purchased at one time. No add-ons are permitted. (Rev. 20 Dec 2002)

2.6 A District member participating in a non-points paying Family Enduro or Poker Run type event may sponsor one family member under the age of 18, without the purchase of a District card for said family member.

2.7 At all races where one-day cards are offered, a District 36 poster explaining Membership card privileges will be displayed and information will be included on event fliers. District 36 will furnish posters. (Rev. 22 Mar 2004)

2.8 All receipts for AMA and District Membership Cards will not be honored after forty (40) days from date issued. (Rev. 22 Mar 2004)

2.9 Any rider entering an event and paying the required fee by check, and funds are not available, must make the check good within 10 days or face suspension of their Membership Card and all riding privileges. (Rev. 22 Mar 2004)

2.10 Any rider paying for their District 36 membership by check and funds are not available, must make the check good along with a \$25.00 bad check fee within 10 days of notification. After this time all membership privileges are suspended until these fees are paid. (Rev. 17 Feb 2005)

2.11 All Youth riders will receive a Sportsman membership card when they renew their membership after their 12th birthday. Their classification will be C in all categories. If, for any reason, a rider feels he/she should enter Sportsman events in a higher classification, they must petition the proper Steward and that Steward will determine the appropriate classification. Riders are still eligible to ride Youth events with a Sportsman membership card until their 16th birthday. (Rev. 19 Jan 2005)

SECTION 3.0 YOUTH PROGRAM

3.0.1 RIDERS AND ELIGIBILITY

A rider's age on January 1 will determine his/her age for the year. However, a rider may move to the next higher class (within the youth division only) if he/she will be eligible to do so at any time during the year, but once a rider moves to the higher age class he/she may not move back to the lower age class.

3.1 DIRT TRACK

The following age requirements shall apply for participation in the Mini Program.

A. Pee-Wee class: Ages 4 years through 8 years.

B. Mini Program: Ages 7 to 16th birthday. Amateur class may start at rider's 12th birthday and is mandatory on 16th birthday.

C. The minimum age for riding a 100cc machine shall be 10 years of age. For Motocross minimum age of 10 years and limited from 85cc to 100cc machines.

D. Once advanced to "A", a rider will remain an "A" with one exception: a Pee Wee moving to 60cc class reverts to "C" class.

3.1.2 Points. Trophy distribution and advancement points are awarded as outlined in Section 7.0 of this rulebook. The number of points a rider must obtain to change classes is as follows:

"C"--0 to 19

"B"--20 to 39

"A"--Over 40

"A" rider earned number points are awarded same as Section

4.8.

Mini "A" rider championship points--see event Steward for schedule. Stock will be scored separately.

3.1.2.1 Short Track and Scrambles points will count separately. See paragraph 4.3.

3.1.2.2 Motocross and Cross Country points will count together.

3.1.2.3 Four (4) "A" riders must be entered in a combined event to earn plate points. Five (5) "A" riders make a class for "A" points.

3.1.3 Machine classification:

A. Pee-Wee class: 0 to 50cc auto transmission (stock and modified).

B. Mini-bikes: manufactured with wheels 13" or smaller.

C. Mini-cycles: manufactured with at least one wheel 14" to 18".

D. Open (motorcycles): manufactured with at least one wheel 18" or over.

E. Wheel sizes may be made smaller or larger (within class limits) but will not change original classification of machine.

3.1.4 Engine Classes:

A. Pee-Wee class: 0 to 50cc--auto transmission (stock).

B. Mini-bikes: (stock and modified). 0 to 50cc--under 10 yrs.--"C" rider only.

D. Mini-cycles (stock and modified). 0 to 60.0cc, 60.1 to 85.0cc, 85.1 to 100.0cc. F100 may be modified except for displacement. (Rev. 13 Jan 2002) Four stroke mini-cycles 75cc to 125cc may also be used. (Rev. 19 Nov 2003)

3.1.5 Equipment:

3.1.5.1 Engines, except as noted, will be limited to stock stroke (as catalogued), and a maximum overbore of .080" (2mm) over the standard bore (as catalogued). Factory bolt-on equipment is permissible to only reduce 125cc equipment to 100cc.

3.1.5.2 Frames may be altered in a workmanlike manner. Accessory frames will be allowed (Modified classes only).

3.1.5.3 Mini-cycles entered in Motocross events must run rear wheel as per class limit, but may use larger front wheel up to 21" diameter.

3.1.5.4 Minis must have three number plates with correct numbers and letters, and correct color code for rider classification, as outlined in Section 4. Plates may be made smaller to fit machine, but numbers must be legal size.

3.1.5.5 All 60cc and 80cc Class C traction tires must be DOT approved.

3.1.6 Stock Classes:

3.1.6.1 Stock machines must remain in showroom condition to qualify as stock, with the following exceptions: removal or modification of air-cleaner/restrictor, carburetor jets, handlebars, sprockets, tires, auto lube, chain, tubes, hand levers, grips and spark plugs. Padding may be removed from stock seat; however, at least one (1) inch of padding must remain. Springs may not be altered. NO OTHER MODIFICATIONS ARE ALLOWED.

3.1.6.2 Smaller wheels may be used to lower the machine to allow small riders to reach the ground. Larger wheels may not be used.

3.1.7 Starts:

3.1.7.1 The starting line must provide a minimum of 1 meter per machine.

3.1.7.2 In events where speed is the determining factor, Modified and Stock classes may NOT be combined as one class on the track.

3.1.8 Protective Equipment. All riders must wear protective clothing. Nylon and/or nylon-leather riding pants are permissible providing they are DOT approved. Helmets, goggles or face shield, ankle high (minimum) lace-up or buckle boots. ALL EQUIPMENT MUST FIT.

3.1.9 Qualifying Machines:

3.1.9.1 No rider may ride more than two classes in any one event. In dirt track youth competition a rider may ride no more than three classes on three different machines in any one event in one day. (Rev. 20 Dec 2002)

3.1.9.2 The same machine may not be qualified in different engine classes, or by more than one rider.

3.1.9.3 The same machine may not be qualified in the mini program and the Amateur program.

3.1.9.4 No rider may change the machine entered after he has competed in any portion of the event (not including practice).

NOTE: For rules not covered in the Mini Section for Mini events, refer to the other sections of this book

3.2 CROSS COUNTRY

The following rules apply to Youth Cross Country and take precedence over the general rules when they differ.

3.2.1

Displacement / Age Classification

50cc A,B&C PEE-WEE	4-8 YEARS OLD 10" OR UNDER REAR RIM SIZE (4 strokes may be modified to 100cc)
65cc A,B&C	0 TO 65cc, (7-11 YEARS AND UNDER) 12" OR UNDER REAR WHEEL

BEG 4 STRK 0 TO 110cc, (7-11 YEARS)

85cc A,B&C 66cc TO 105cc, (8-15 YEARS C class)
(12-15 YEARS A&B Classes)

4strk A,B&C 4-STROKE 50-150cc (8-15 YEARS C class)
(12-15 YEARS A&B Classes)

GIRLS A,B&C OPEN TO ALL DISPLACEMENTS UP TO 105cc 2-STROKE AND 150cc 4-STROKE (8 to 15 YEARS C Class) (12-15 YEARS A&B Classes)

AA OPEN ALL DISPLACEMENTS UP TO 105cc 2-STROKE AND 150cc 4-STROKE (12 to 15 YEARS)

Note: All levels (A,B,and C) may or may not be run according to participation.

3.2.2 Classifications and Number Plates

All riders must run proper backgrounds with district number including the letter designation on front and side number plates.

AA-EXPERT/EXPERT

Youth riders competing in sportsman series at B level or higher. Gold / yellow backgrounds with red numbers

A-EXPERT

Expert / Intermediate level riders
Black backgrounds with white numbers

B-AMATEUR

Amateur / Novice level riders
Yellow Backgrounds with black numbers

C-BEGINER

Beginner level riders/ first season racers.
White backgrounds with black letters

NOTE: Top 10 riders from the previous year will run red backgrounds with earned number (1-10) in white.

3.2.2 Championship Points Schedule

Championship points schedule available through Steward

A. All racers will receive a minimum 2 points for starting

B. All riders will throw out 1 race for every six races to determine year end championships

3.2.2.1 Advancement

Novice and Amateur riders may transfer to the next class after 3 first place finishes or 2 firsts and 2 seconds or at the discretion of the youth Steward. The youth Steward will evaluate all riders' ability's and classification after each event. If it is determined that a racer is qualified to transfer to a higher ability classification, that racer will be notified and is expected to adhere to such decision.

A. Once a rider advances to B or A you can not go back except when moving from Pee-wee to Youth or from Youth to Sportsman you must start at C.

B. If after being advanced a youth or parent feels that level is too high, they may petition the Steward to move back. Only the Steward can move a rider back. At the Stewards discretion the rider may no longer be eligible to earn points or receive trophies.

3.2.2.3 AA RULE

To achieve AA ranking as a youth rider; the youth must be racing in both the youth and sportsman series. When he or she is advanced from C to B as a sportsman rider and racing in the A/B Cross Country race he or she will automatically be advanced to AA in the youth series.

A. The AA class will not be a championship points paying class. AA riders will compete for overall ranking only.

B. AA riders will start on the back line of the A/B Race without time correction.

3.2.3.1 Overall Ranking Point Schedule

Overall rank points are only earned in the A/B race and calculated according to the overall finish position.

Place	Points
1	10
2	9
3	8
4	7
5	6
6	5
7	4
8	3
9	2
10	1

A. Year end points will be calculated after throwaways are determined. Only the top 10 riders will be ranked

B. Tie's will be broken by best overall finishes in the final race.

C. To qualify for overall ranking you must participate in 51 percent of the races.

3.2.3.2 Youth Worker Points:

There will be no youth worker points.

A. Exception:

Youth's that are affiliated with a club that is putting on a race where the youth has worked setting up the course and is ineligible to ride in the race. In this situation the Race Director must notify the Youth Steward, who the youth is prior to the race and will refer to the sportsman rules on workers points.

3.2.4.0 Trophy and Award Schedule

- A. 5 Riders make a class.
- B. 50cc A,B,C 1st, 2nd, 3rd place trophies/plaques.
Participation/ plaques for all other participants.
- C. All other youth classes receive one trophy for every 5 riders with a minimum of 1st through 3rd for a class minimum of 5 riders. (Rev. 14 July 2006)

3.2.4.1 Year End Awards

- A. To qualify for year end awards you must participate in 51% of the series events.
- B. The number of year end awards will be determined by the Youth Steward based on participation in each class throughout the season.

3.2.5.0 Race Guide Lines

Race	Class	Distance	Time
	START ROW		
Race 1: C 50 Race		under ¾ mile	20 min.
	Row 1 = C 50s		
Race 2: A/B 50 Race		1-2 miles	30 min.
	Row 1 = A 50s		
	Row 2 = B 50s		
Race 3: AA/A/B Youth Race		4-7 miles	1 ½ hr
	Row 1 = A 85, A Girls		
	Row 2 = B 85 (12-15), B 4-Stroke (12-15)		
	Row 3 = B Girls		
	Row 4 = AA		
Race 4: C Youth Race		4-5 miles	1 hr
	Row 1 = B 85 (7-11), B 4-Stroke (7-11)		
	Row 2 = B 65		
	Row 3 = C 85 (12-15)		
	Row 4 = C 4-Stroke (12-15)		
	Row 5 = C 85 (7-11)		
	Row 6 = C 4-Stroke (7-11)		
	Row 7 = C Girls		
	Row 8 = C 65		
	Row 9 = Clutchless 4-Stroke (7-11)		
Race 5: Beginner Women		4-5 miles	1 hr
	Row 1 = Beginner Women		
	Row 2 = Diva		
	Row 3 = Vintage (pre 1980 bikes)		

Distances and times are given in a range, so clubs will have some flexibility (Rev. 15 November 2006)

3.2.5.1 Any event that does not follow the outline above must be approved by the Youth Steward.

3.2.5.2 Riders can not race in a different age or classifications (A,B,C,) on any one day once you race a higher classification you can not go back. With the exception of Pee-wee to Youth.

3.2.5.3 No rider will be allowed to ride any district 36 youth race when wearing any type of cast

- A. The Steward may require a known injured rider to provide a doctors release before resuming racing.

3.2.5.4 It is the sole responsibility of the rider, and their guardian or parent to select a helmet and apparel which will provide appropriate protection. District 36 does not endorse or certify any manufacturer or product. The rider with their guardian or parent must assess for themselves the track facilities, existing conditions and other matters relating to safety. All riders with guardians and parents must rely on their own judgment and will assume all risks of participation in any competition so entered. (Rev. 20 Oct 2005)

SECTION 4 AMATEUR CLASSIFICATION

4.1 Rider Classification

All events shall consist of at least three rider classifications. (Rev. 18 Dec 2003)

"A"--the highest classification;

"B"--the classification preceding "A", and

"C"--the classification preceding "B".
"AA" – the highest Enduro classification

SPORTSMAN CLASSIFICATION

4.2 Minimum age for a Sportsman rider is 12 years of age and is restricted to 250 CC maximum displacement. Minimum age for 251CC and above is 14 years of age. (Rev. 18 April 2003)

4.2.1 Engines entered in District 36 Sportsman classes will be limited to manufacturer's standard models as catalogued. Standard factory manufactured bolt-on equipment is permissible, i.e. cross breeding is permissible. Veterans, Seniors, Super-Seniors, Women, and all other non-displacement classes will be allowed to ride bikes which have been over-bored and/or overstroked. Dirt track events with engine displacement classes will follow Sportsman rules. Displacement must be declared at the time of entry.

4.2.2 The following event categories have established engine classes which must be run if advertised and if five (5) or more riders can qualify for that class (* denotes mandatory advertising).

4.2.3 Cross Country:

86-200 cc 2-stroke*

86-300cc 4-stroke*

201-Open cc 2-stroke* (Additional classes may be run)

301-Open cc 4-stroke*
(Rev. 8 June 2005)

4.2.4 Enduro:

86-200 cc 2-stroke

86-300cc 4-stroke

201-Open cc 2-stroke

301-Open cc 4-stroke
(Rev. 8 June 2005)

4.2.5 Motocross Sportsman Event:

0-125 cc

126-250 cc

251-Open cc

4.2.6 Scrambles or Short Track:

86-100 cc

101-125 cc

126-175 cc

176-200 cc

201-250 cc No Multi Cylinder 2 strokes

201-250 cc Multi Cylinder 2 strokes

251-360 cc No Multi Cylinder 2 strokes

361-500 cc Single Cylinder Only

501 to Open Single

500 to Open Twins

4.2.7 DTX Classes (See Section 11.5.9)

66-85cc

86cc-125cc

126cc-250cc

251cc-500cc

(Rev. 18 Aug 2005)

AGE CLASSIFICATION

4.3. The following age requirements shall apply for participation in the Veteran, Senior, Super Senior, or Master Class.

4.3.2 A "Veteran" is classified as any rider that has reached the age of thirty (30).

4.3.3 A "Senior" is classified as any rider that has reached the age of forty (40).

4.3.4 A "Super Senior" is classified as any rider that has reached the age of fifty (50).

4.3.5 A "Master" is classified as any rider that has reached the age of sixty (60).

4.3.6 Any District 36 Amateur card holder may be classified as a Veteran, Senior, Super Senior, or Master, club affiliated or not, meeting and establishing proof of age.

4.3.7 Veteran, Senior, Super Senior, and Master riders are subject to all applicable rules as defined in this rulebook.

WOMEN

4.4 Women shall race as per the Sportsman Rules and Regulations (Exceptions would be Women Veterans, Women Seniors/Super Seniors/Master). Stewards per type event will regulate points, rules, etc. See 11.1.16 for Woman CC Rules.

SECTION 5

SAFETY

5.1 All riders and other race personnel must assess for themselves the track facilities, existing conditions and other matters relating to safety. All riders and other race personnel must rely on their own judgment and will assume all risks of participation in any competition so indulged in. (Rev 22 Mar 2004)

5.2 Consuming alcohol or narcotics by any track personnel, rider or official during any event is prohibited. Any participating rider caught drinking any form of alcohol or using any narcotic, shall have his or her D36 Membership card suspended for a period of one year. AMA will be notified of this suspension. (Rev. 22 Mar 2004)

5.3 Riders are responsible for all actions of the following: Parents, kids, guardians, guests, families, Pit Crews and pets of the above. Riders may be disqualified and/or suspended for actions of any the above. (Rev. 18 Dec 2003)

5.4 If any rider or anyone they are responsible for directs profanity, obscene gestures, physical violence or threats at AMA, District 36 or track officials, (including all event personnel) that rider shall be suspended from all District 36 events for a period of not less than 30 days and not more than one year. (Rev. 18 Dec 2003)

5.5 NO PIT RIDING. All riding will be conducted on the track only. Pit riders will be disqualified and WILL NOT receive any refund. All Motocross courses should have a special fenced off area for bike check/tune up check, etc. Rider to push to area, if near pits.

5.6 The promoting club and the Referee in charge must take due precautions to see that spectators and other unauthorized persons are restrained from being on the course.

5.7 Ambulance drivers must be informed as to when and where they are to enter the course. The Referee or the

starter is the only person to authorize an ambulance on the course.

5.8 There must be first aid equipment and a qualified attendant with ambulance properly equipped to transport any injured rider to a hospital. If ambulance leaves the area, the event must be held up until the ambulance returns.

5.9 There must be an operative fire extinguisher with a minimum of 5 BC rating at the starting line of all events.

5.10 In Addition to rule 5.9, there shall be a minimum of two (2) 5/BC rated fire extinguishers within the pits/refueling area, one at the entrance and one at the exit.

5.11 No smoking is allowed in the refueling areas.

SECTION 6 EQUIPMENT

6.1 All machines entered in Scrambles and Short Track events must pass a technical inspection before entering practice and/or the event.

6.2 In events when speed is a determining factor, all machines must be equipped with rubber covered foot pegs that fold backward at a 45 degree angle, except for Motocross, Cross Country and Rough Scrambles. Levers shall have ball ends at least 1/2 inch in diameter. Protruding sections of the shift lever, foot brake lever, side and stand bracket, and rear brake operating rod must have a protective covering at least 1/4 inch thick.

6.3 All motorcycles must have an operating "kill" (ignition) button (or switch) on the handlebar or a compression release capable of stopping a running engine.

6.4 All machines must be equipped with a rear fender, seat or mudguard mounted so as to extend to the rear to a point not less than a vertical line drawn through the axle of the rear wheel.

6.5 All motorcycles must be equipped with operating brakes as follows:

Cross Country, Enduro & Motocross both front and rear brakes. Scramblers may be equipped with a front brake in addition to a rear brake.

Short Track rear brake only.

6.6 No part of the exhaust system shall extend past the rear of the tire nor more than twelve (12) inches from the center of the rear hub to the side of the exhaust system furthest from the machine.

6.7 The maximum sound output shall be 96Db_a; this measure shall follow California State law. This shall only apply to Enduro & Cross Country events, and will apply to "Special Events" that fall under these categories. Testing shall be per AMA rulebook and/or California testing procedure guidelines. Dirt Track, Motocross and Vintage events shall follow AMA rulebook and/or California state law. ATV competition events shall follow same guidelines as motorcycles. (Rev. 20 Dec 2002)

6.7.1 All Events shall have a sound test administered.

6.8 No headlights, tail/stop lights, license plates or holders, mirrors, center stands, or side stands will be permitted. Exception: Enduro or special events may require one or more of the above-mentioned items. Side stands are permitted in Cross Country and Enduro events but must be secured to the frame.

6.9 In Dirt Track events all liquid cooled machines must have a closed cooling system. Ethyl glycol antifreeze may not be used. (Rev. 20 Dec 2002)

6.10 Traction/Tires. Traction at District 36 events shall be *OPEN TRACTION* unless advertised otherwise as stated below:

Unlimited Traction-- Any kind of traction is permitted including chains, studs, etc., which is not unsafe.

Open Traction-- Any rubber type tires but no attachment, rubber or not, is permitted.

Class C Traction-- Any rubber type tires that do not have protruding knobs, block, etc., and are generally suitable for road or smooth track use.

6.11 Oil drain plugs shall be safety-wired.

6.13 COMPETITION APPAREL

It is the sole responsibility of the rider to select a helmet and apparel which will provide appropriate protection. District 36 does not endorse or certify any manufacturer or product. The rider must rely on his own judgment in the selection of any helmet and apparel for durability and safety.

6.13.1 All riders and passengers in all District 36 competition events must wear helmets. All helmets must be full coverage or full-face models. Visors, if worn must be detachable. Helmets must be certified by the manufacturer and have a sticker affixed stating it meets or exceeds DOT, 90, 95 or any of the FIM approved certifications.

6.13.2 Shatter proof goggles or face shield should be worn by all competitors in District 36 events, including practice, when speed is the determining factor.

6.13.3 Footwear for all events should be a minimum of eight (8) inches high of the following types: Lace-up, multi-buckle, zippered, or specifically designed and constructed for leg and foot protection.

NUMBER PLATES

6.14 Three (3) number plates must be secured to all machines entered in Motocross, Cross Country, Scrambles and Short Track events (They may also be required in other events, if so advertised.). One plate on the front of the machine and one on each side; all plates are to be plainly visible. The rider's number shall also be on each side of his helmet in contrasting color at least 3" high, when riding in Motocross events.

6.15 Except as noted below, the size of Amateur number

plates shall be 8 by 10 inches. Holders of three digit numbers are to be 10 by 12 inches. Corners must be rounded to a radius of two (2) inches. Clearly legible numbers and letters must be used. Numbers must be at least 5 1/2 inches and letters at least 3 1/2 inches high. Numbers and letters shall be a minimum of 3/4 inches in width. Motocross plates may be oval in shape, but must carry numbers and letters as described above.

6.17 All top class riders which are District 36 plate holders can use that number and color in all District 36 sanctioned events.

6.17.1 The top "A" Riders, including "AA" for Enduro and "AA" in Cross Country, in each event category shall have special championship plates as follows: (See Section 6 - Equipment, for size) (Rev. 26 Dec 2006)

Cross Country – red plates with white numbers (Only available to AA riders) (Rev. 26 Dec 2006)

Enduro—green plate with white number preceded by a white E

Motocross--blue plates with white numbers (Top 10)

Short Track/Scrambles--Black plates with white numbers

Short Track/Scrambles, ATV (Quad)--Black plates with white numbers (up to top 3)

Short Track/Mini Bike--black plate with white numbers, white plates with blue numbers (top 2 Motocross only)

Veterans--green plates with white numbers

Seniors--yellow plates with black numbers

Women--white plates with any color

Vintage--Black plates with gold numbers

6.17.2 Number plates, when required, shall correspond to the rider classification of the event he is entering. The color scheme for District 36 events is:

Dirt Track

"A" Riders will have White plates with Black numbers and letter.
"B" Riders will have Yellow plates with Black numbers and letter.
"C" Riders will have White plates with Red numbers and letter.

Motocross

"A" Riders will have White plates with Black numbers and letter.
"B" Riders will have Yellow plates with Black numbers and letter.
"C" Riders will have Green plates with White numbers and letter.

Cross Country

"A" Riders will have Black plates with White numbers and letter.
"B" Riders will have Yellow plates with Black numbers and letter.
"C" Riders will have White plates with Black numbers and letter.
(Rev. 18 Mar 2004)

Cross Country "Woman" riders will have blue plates with white numbers and letter. (Rev. 17 Nov 2004)

Enduro- Front Plate only.

"A" Riders will have Black plates with White numbers.
"B" Riders will have Yellow plates with Black numbers, and
"C" Riders will have White plates with Black numbers.
(Rev. 17 May 2006)

SECTION 7.0 **ADVANCEMENT, DISTRICT CHAMPIONSHIP POINT SYSTEM & TROPHIES**

7.1. ADVANCEMENT

Riders are advanced from C (the lowest skill level) to A (the highest skill level) as they accumulate "advancement points". Advancement schedule as follows:

7.1.1 Scrambles or Short Track:

"C"--less than 30 points

"B"--between 30 and 70 points

"A"--over 70 points

7.1.2 Cross Country:

Beginner--one trophy

"C"--less than 30 points

"B"--between 30 and 59 points

"A"--over 59 points

"AA" – The Previous 2 years District 36 top 20 riders qualify to ride the AA class, along with any nationally ranked AMA "AA"/"PRO" riders. This class is earned and optional at the Stewards discretion and is not considered permanent advancement. (Rev. 15 November 2006)

7.1.3 Motocross:

Beginner--one trophy

"C"--less than 30 points

"B"--between 30 and 59 points

"A"--over 59 points

7.1.4 Enduro:

"C"--0 to 51 points (Rev. 21 Jan 2002)

"B"--0 to 100 points earned as a B Rider

"A"--101 or greater points earned as a B Rider

"AA" – The previous year's top five championship riders will be classified as District 36 "AA", as well as any other nationally ranked AMA "AA" riders.

7.1.5 Advancement Points structure for all classes (except Enduro B and C riders), shall be awarded according to

minimum trophy distribution as follows:

1st Place--2 points, plus points equal to the trophies given in that class.

2nd Place--Points equal to the trophies given in that class.

3rd Place--1 point less than the number of trophies given in that class.

4th Place--2 points less than the number of trophies given in that class.

5th Place--3 points less than the number of trophies given in that class.

Last Place Trophy Winner--2 points.

Exceptions: If there are not enough Scrambles or Short Track riders (5 or more) to make a legal class, the points shall be given as follows:

4 riders- 1st=3 points, 2nd=1point

3 riders- 1st=2 points, 2nd=1 point

2 riders- 1st=1 point

7.1.6 Advancement Points are awarded at each Enduro of 70 miles or more in length, to the riders on the basis of finish in the entire meet and not within each equipment classification, as follows:

If up to 200 "B" riders entered the event, the top 20% of "B" riders will receive advancement points as follows:

If up to 200 "C" riders entered the event, the top 20% of "C" riders will receive advancement points as follows:

FINISH Place:	Advancement Points:
1	20
2	19
3	18
4	17
5	16
6	15
7	14
8	13
9	12
10	11
11	10
12	9
13	8
14	7
15	6
16	5
17	4
18	3
19	2

20th on down get 1 advancement point each

If greater than 200 "B" riders entered the event, the top 20% of "B" riders will receive advancement points as follows:

If greater than 200 "C" riders entered the event, the top 20% of "C" riders will receive advancement points as follows:

FINISH Place:	Advancement Points:
1&2	20
3&4	19
5&6	18
7&8	17
9&10	16
11&12	15
13&14	14
15&16	13
17&18	12
19&20	11
21&22	10
23&24	9
25&26	8
27&28	7
29&30	6
31&32	5
33&34	4
35&36	3
37&38	2
39&40	1
41st on down	get 1 advancement point each

(Rev 26 Dec 2006)

7.1.7 B and C advancement points will accumulate from year to year.

7.1.8 Riders will be advanced to the next higher class as soon as they earn the necessary points. Enduro riders will advance to the next higher class if they have accumulated the necessary points prior to July 1. After July 1 the rider may elect to either (1) advance to the next higher class or (2) remain in their current classification for the remainder of the year in which case the rider will be classified in the next higher class on the next January 1.

(Rev. 21 Jan 2002)

7.1.9 A rider advancing from "C" shall never ride as a "C" again, in the category that he advanced. (Rev. 18 Mar 2004)

7.1.10 Any rider caught riding in a lower classification other than the one he/she is supposed to ride, will result in a 1 year mandatory suspension. Example: "A" rider riding in "B" class. This rule can be enforced retroactively up to 3 months, even if the rider is riding in the correct class later in time.

7.1.11 No Amateur rider shall knowingly ride in a class more than one (1) down from his highest class, i.e., no "A" rider, regardless of category in which he holds the "A" Card, can enter any event as a "C" rider. Any AMA Professional license holders will ride in the "A" class. (Rev. 22 Mar 2004)

7.1.12 All District 36 Amateur riders will ride Cross Country events in the highest rider classification earned. If any rider feels this policy is unjust, he/she may appeal the classification to the event Steward. (Rev. 22 Mar 2004)

7.1.13 No rider will be classed in any lower class than the class held in the past unless so designated by the respective

Steward and/or the Competition Committee.

7.1.14 Any rider that has never been classified will be placed in the "C" class until advancement has been approved by the Class Steward and/ or the Competition Committee.

7.1.15 Short Track/Mini "A" riders who have accomplished or acquired at least 100 points as an "A" rider, may petition the appropriate Steward for admission to the "Sportsman" ranks as a "B" rather than a "C" as is the current practice. (Rev. 20 Oct 2004)

7.2 TROPHIES

Trophy distribution will be based on the number of riders entered and not on the number of riders finishing an event. The following shall be the minimum trophy distribution for all categories. Any promoter or club may give bonus trophies at their option, however, District 36 advancement and championship points will not be given for these bonus trophies.

7.2.1 "A", "B" and "C" Classes:

One (1) trophy for the class and one (1) for each five (5) riders or major portion thereof in that class. An Overall Trophy will be awarded at each Enduro event.

7.2.2 "AA" Class:

At the Steward's discretion, a rider in this class is eligible for overall high point winner and "AA" trophies, but not for "A" class awards. If no "AA" class is held, "AA" riders may compete only for the overall win. Any "A" rider may submit to the District a letter of intent indicating that he or she wants to be designated as a "AA" rider for the calendar year. Rider reverts to "A" status if he or she does not meet this criterion in sequential years.

7.2.3 Enduro Team Trophies. Team trophies shall be awarded to winning teams in each of the three (3) rider classes: "A", "B" & "C" (the rider with the highest classification determines the team class). There shall be one (1) trophy winning team for each class and additional award winning teams at the ratio of 1 per 10 or major portion thereof, within that class. Each member of an award winning team is to receive a trophy. An additional fee of up to \$5.00 per rider shall be charged for these entries.

7.2.4 Father and son or daughter class. Father can ride with his son or daughter but both riders must ride under the highest class held by either rider. Five (5) entries will constitute a father/son/daughter class. Trophies: One set of trophies for the class and one set for every 5 teams or major portion thereof. An additional fee of up to \$5.00 per rider will be charged for this class.

7.2.5 Clubs or promoters shall make every effort to award trophies at the event. And, if not awarded at the event, then assure that trophies are properly awarded within 60 days of the event. If they fail to do this, it is up to them to deliver the trophies to those entitled to them. Failure to get trophies to the winners can hold up future event sanctions. Riders entitled to, but not receiving a trophy, should notify the Steward or Director of Competition. Riders will be required to show his/her Membership Card in order to be eligible for trophies and/or payoff. (Rev. 22

Mar 2004)

7.2.6 The size of the trophies awarded will be the same for Sportsman and Mini provided that the Mini Class rider paid the same riding fee.

7.3 DISTRICT CHAMPIONSHIP

Points will be awarded at all District 36 approved events for the purposes of advancement and to determine the top "A" riders in each type of event. The Competition Committee may withhold points from any event if not of championship quality. The top riders shall be allotted under the following rules. Any rider that has earned any District 36 points and is found to be riding under a no-card or false card shall forfeit all earned points and his eligibility to compete in future events may be withdrawn.

7.3.1 All Championship points will be accumulated on a twelve-month basis, from December 1 through November 30. However, only current year points will be used to determine the top B and C riders in each class for the year.

7.3.2 An event which is postponed until a December date may be scored as if it was run on the original date at the discretion of the appropriate Steward and/or the D-36 Competition Committee.

7.3.3 "A" riders riding in more than one (1) machine class at an event shall receive Championship only for one machine (the one with the highest earned points).

7.3.6 A rider would be awarded any and all points for each event, Sportsman and Veteran/Senior/Super Senior/Master, when officially entered in the two events.

7.3.7 Championship Points earned in Veteran, Senior, Super Senior, or Master classification are not transferable to the Sportsman classification, and vice versa; i.e., points are earned only in the classification entered

7.3.8 Championship and cross-country yearly rank ties will be broken by the highest number of first place race wins. If a tie remains, then the highest number of second place finishes, and so on.

7.3.9 Awards to the top riders in all categories shall be made at the District Awards Banquet. Pro dirt track riders can compete for award points (for example, Black Plate).

7.3.10 Only riders with a current District 36 membership card on the day of a Championship race (including riders that purchase a one-day D36 guest pass) will have those race results considered for Championship awards. All non District 36 riders' race results will be discarded to calculate Championship awards and advancement points. (Rev. 21 July 2004)

7.4 DIRT TRACK CHAMPIONSHIP POINT SYSTEM

Trophies and/or Semi-Pro payoff as in Section 7.2 and 11.5.8. Points will be awarded for main event finishes as follows:

For "A" classes of five or more riders;

- 1st=20
- 2nd=16
- 3rd=13
- 4th=11
- 5th=9
- 6th=8
- 7th=7
- 8th=6
- 9th=5
- 10th=4
- 11th=3
- 12th=2

For four or less riders;

- 1st=11
- 2nd=9
- 3rd=8
- 4th=7

(Rev. 13 Jan 2002)

In combined events where classes are scored separately overall finish position WILL NOT have any bearing on advancement/championship points. There must be at least 2 "A" riders entered to receive championship points, i.e. "A" scored against "A", "B" scored against "B", "C" scored against "C". Advancement points must be awarded per 7.1.5. Championship points must be awarded per 7.4. (Rev. 24 Nov 2005)

7.4.1 The 0-150 four-stroke Sportsman class is no longer eligible for the black plate championship series in dirt track competition. (Rev. 18 Mar 2004)

7.4.2 Any rider who has at any time in their District 36 Racing career won an Amateur (not Youth) number one plate in any recognized Dirt Track category (Black Plate, +30, +40, Vintage, etc.) shall be allowed to select a riding number without a letter, between 11 and 99 providing that number is available. This applies to "A" riders only. This number is to be provided by the Dirt Track Steward. (Rev. 22 Mar 2004)

7.4.3 Any District 36 Rider that has competed at the professional level and earned and competed with an AMA national number shall be allowed to select a riding number without a letter, between 11 and 99 providing that number is available. This applies to "A" riders only. This number is to be provided by the Dirt Track Steward. (Rev. 18 Dec 2003)

7.4.4 All championship points must be earned competing against "A's" and not a combined class, except Minis, Veterans, and Vintage, at the Steward's discretion. Combined starts ("B's"/"A's" only) may be used in Motocross events upon approval of the Motocross Steward; "A's" start first.

7.4.5 Veteran and Vintage 'A' Riders may collect championship points in combined A/B classes providing the 'A' Riders have the class and the 'B' riders are moved up to provide them with a place in the program.

7.5 DISTRICT ENDURO CHAMPION

7.5.1 Points shall be awarded to "A" (including "AA") riders based on their overall finish in the "A" class without regard to machine size. If 12 or more events are held, each rider shall throw away two events. If there are 11 or fewer events held, each rider shall throw away one event. The rider with the most points from the combined events will determine the champion.

7.5.2 Points will be awarded to "A" and "AA" riders up to and including twentieth (20th) place to determine the top twenty "A" riders and points will be awarded to each class to determine class champions. Championship classes are: AA, 86-200cc 2-stroke; 201-Open 2-stroke; 86-300cc 4-stroke, 301-openc 4-stroke; Veteran; Senior; Super Senior; Master. (Rev. 8 June 2005)

Championship awards will be awarded to the top riders in each class and the top twenty overall. Finish Points:

1	30
2	25
3	21
4	18
5	16
6	15
7	14
8	13
9	12
10	11
11	10
12	9
13	8
14	7
15	6
16	5
17	4
18	3
19	2
20	1

7.5.3 Any District 36 "A" (including "AA") rider who works one District 36 championship point paying Enduro will receive District 36 championship points for the worked event. The

amount of points awarded shall be determined by the average of his/her best 5 rides.

7.5.4 Any District 36 "A" (including "AA") rider who is a member of a club that hosts a Championship Enduro and works that event will receive the equivalent of 4th overall points, or the average of his/her best 5 rides, whichever is greater. (Rev. 13 Oct 2003)

7.5.5 Any District 36 rider who wants to be eligible to receive an Enduro Championship Series year-end award must participate in 51% of the District 36 Enduro Series. (Rev. 17 January 2007)

7.5.6 "Worked" is defined as helping with any 2 of the 3 following activities: 1. pre-event (course layout, mailings, pre-entry, marking etc.), 2. day of event (sign-ups, checks, sweep etc.) or 3. post event (course/site cleanup, results, event paper work, etc.) to the satisfaction of the hosting club. It is the rider's responsibility to verify that their name and District 36 Membership number is on the race report and that the standings posted on District 36's website reflect a "W" for work points. (Rev. 13 Oct 2003) If the event is cancelled the riders scheduled to work the event will receive credit (towards the championship series) for working the event (no work points) once verified that arrangements were made prior to the cancellation. If the event is postponed and a rider is unable to work the reschedule date the rider must contact the club and Steward in writing prior to the event to receive an exemption, if the rider is unable to work the event they will not be allowed to participate as a contestant. (Rev. 22 Mar 2004)

7.6 DISTRICT CROSS COUNTRY CHAMPION

7.6.1 Championship Points shall be awarded to "A", and "AA" riders based on their overall finish in their respective classes. Overall rank points shall be awarded to all "A", "AA" and "B" riders based on their overall finish in the primary or secondary race. Throw aways are as follows:

6-10 season races 1 throw away

11-15 season races 2 throw aways

16-20 season races 3 throw aways

21 and over season races 4 throw aways

The rider with the most points from the combined events will determine each class champion. The top 20 overall will be determined by the top riders in the overall rank point standings. (Rev. 15 November 2006)

7.6.2 Points will be awarded to each class to determine class champions. Championship awards will be awarded to the top riders in each class.

Finish Points

1	30
2	25
3	21
4	18
5	16

6	15
7	14
8	13
9	12
10	11
11	10
12	9
13	8
14	7
15	6
16	5
17	4
18.....	3
19	2
20	1

Also, all legal finishers from 21st on will receive 1 (one) point.

7.6.3 Any District 36 "A" or "AA" rider, who works one District 36 championship point paying cross country, will receive District 36 class championship points, as well as overall rank points for the worked event. Any District 36 "B" rider who works one District 36 point paying cross country each year will receive overall rank points for the worked event. (Rev. 15 November 2006)

The amount of points awarded shall be determined by the average of his/her best 5 rides or the equivalent of a 4th overall, whichever is greater.

"Worked" will be defined as helping set up at least one day before the race, the day of the race and help clean up the area after the race. The cross-country Steward shall be given a list of "A" "AA" and "B" riders who worked the event by the Referee in his report. It is the rider's responsibility to verify their name, and district # on the race report and that the standings on the website reflect a "W" for work points. If the rider does not verify within 30 days post event, they will not receive work points. (Rev. 15 November 2006)

7.6.4 The Cross Country Steward has the option to utilize the following advancement points assignment for small classes that do not have a realistic other class for combination:

- 4 riders: 1st=3 pts, 2nd=2 pts
- 3 riders: 1st=2 pts, 2nd=1 pt
- 2 riders: 1st=1 pt

7.6.5 The following advancement points will be awarded to

the overall finishers in the B and C classes when the overall placing can be determined:

1st overall: additional 5 pts
2nd overall: additional 3 pts
3rd overall: additional 1 pt

7.6.6 A Primary Race is defined as the race in which all of the engine classes compete. A Secondary Race is defined as any race in which any "A", "AA" or "B" riders compete that is not the Primary Race. (Rev. 15 November 2006)

7.6.7 Overall rank points will be awarded to all "A", "AA" and "B" riders racing in the primary race as follows:

Finish Points

1-300
2-250
3-210
4-180
5-160
6-150

Each rider beyond 6th place will receive 1 (one) point less than the previous finisher. Also, all riders beyond 155th place will receive 1 (one) point. (Rev. 15 November 2006)

7.6.8 Overall rank points will be awarded to all "A", "AA" and "B" riders racing in the secondary race as follows:

Finish Points

1-165
2-155
3-147
4-141
5-137
6-135

Each rider beyond 6th place will receive 1 (one) point less than the previous finisher. Also, all riders beyond 140th place will receive 1 (one) point. (Rev. 15 November 2006)

7.6.9 To be eligible for an overall ranked number or award, a rider must finish, or work at, a minimum of 51% of the events in the Series. (Rev. 20 Oct 2005)

7.6.10 The top 150 A, "AA" and B ranked riders will be issued their rank number before the first race of the following season. The top 150 ranked riders will be entitled to use either their rank number or their D36 membership number as their bike number. All unranked riders will be required to use their D36 membership number as their bike number. All riders must display their bike number on all 3 (three) number plates at all cross country events, in order to pass tech inspection, unless otherwise approved by the cross country Steward. (Rev. 15 November 2006)

7.7 DISTRICT SUPERMOTO CHAMPION

SECTION 8 **REFEREE'S DUTIES**

8.1 Events in District 36 will be under the control of the Referee and he shall be responsible for the entire meet.

8.2 The Referee is responsible for verifying that adequate and knowledgeable persons are performing their assigned duties.

8.3 The Referee of the sponsoring organization shall wear a black and white striped shirt or jacket all during the event. He shall be the only one so attired.

8.4 The Referee may not rider their own event. (Rev. 18 Dec 2003)

8.5 At the riders' meeting the Referee is responsible to explain any special event procedures, rules and conditions, and to answer all questions regarding the event.

8.6 The Referee shall warn or pull cards of any riders guilty of illegal or unsafe practices, including but not limited to: rough riding, unsportsmanlike conduct, or illegal equipment. He shall report same to the event Steward.

8.6.1 Any rider fouling another rider may be disqualified from the meet and the fouled rider may be reinstated to his original position at the time of the foul if he received the finish flag.

8.6.2 If the Referee determines that a heat or race had to be stopped because of a deliberate slide-out, that rider will be eliminated from that heat, race and class.

8.7 The Referee is the only one to disqualify a rider at an event. All recommendations of District 36 officials to disqualify someone need to go through the referee and be approved by the referee. The Referee has the right to tear down any machine used in competition in any class for a suspected violation.

8.8 Referee's reports must be sent to the event Steward within (7) days, and must contain the following information (Cross Country Referees: see rule 11.1.15.3 for more specific requirements):

1. Type of event with date of event
2. The results must indicate the number of entrants and trophies awarded in each class
3. The name of each rider in order of placing in each class, their bike number, and their D36 membership card number.
4. Name, address, and phone number of the Referee of the event. (Rev. 16 Sept. 2004)

8.9 DISTRICT 36 EVENT FEES

Money and applications for District 36 Membership Cards must be sent to the Director of Competition within seven (7) days. Failure to do this within seven (7) days after the date of the event may result in a fine of twenty-five dollars (\$25.00) for the first offense, fifty dollars (\$50.00) for the second offense, and one hundred dollars (\$100.00) for each succeeding offense. It is recommended that records of the event including entries, be kept for at least three (3) years. (Rev. 22 Mar 2004)

8.10 Fines can be levied against active members upon approval of the Competition Committee for the failure of the Referee, or sponsoring organization, to comply with and enforce the rules of the District organization.

8.11 The Referee shall accept all protests presented under the rules of this District and will issue a receipt for same if requested. Any protests, including fees, shall be sent to the appropriate event Steward with the Referee's report.

8.12 The Referee shall be one (1) of the two (2) delegates of the Active members to attend the meetings of the District 36 Motorcycle Sports Committee.

SECTION 9 **PROTESTS**

9.1 Any rider entered in the event may lodge a protest about rider class or engine displacement of another rider in his class, or about the conditions of the event itself. The rider must present a written protest plus a fee of \$25.00 to the Referee within 30 minutes after posting of official results.

Exceptions:

1. Enduro course protests must be submitted no later than one (1) hour after the last rider is due in. Same day results must be protested within thirty (30) minutes after posting. Mailed results must be protested within seven (7) days of the date the Steward, Director of Competition, and riders receive a copy of the results.

2. Motocross events must be protested within 30 minutes after the results of each Moto are posted.

3. Cross Country: Same day results must be protested within thirty (30) minutes after posting. Mailed results must be protested within seven (7) days of the date the Steward, Director of Competition, and riders receive a copy of the results.

9.2 A protest form may be obtained from a District Official. The protest must be legible and give the protester's name and riding number; the name and number of the person being protested; the condition or action being protested; and the action desired by the protester.

9.3 All protests must be reviewed and ruled upon by the Referee of the Event, and the appropriate Steward before being heard by the Competition Committee. District officials shall not represent either party(s) regarding protests.

9.4 In the case of a protest about a club or event and the club is found guilty by the Competition Committee, the protest fee will be returned and the club may have to refund the rider's entry or other fees. If the Competition Committee finds the club innocent of the charge, the club shall receive the protest fee.

9.5 In addition to the protest fee(s), the following teardown fees will apply for a technical protest requiring measurement or teardown of an engine:

1. Air-cooled, two stroke singles: \$50
2. Liquid-cooled, two stroke singles: \$75

3. Four-stroke engines and all other two-strokes: \$100

4. An additional \$50 is required for measurement of any engine that must be removed from the frame for inspection.

9.6 If the person protested against is proven legal, he shall receive all protest and teardown money. If the person protested against is proven illegal, he shall relinquish his D36 Membership Card and trophies won at the event on the spot. He shall also forfeit all protest money and teardown fees to the protester. He may also be suspended from District 36 events for a period of up to one (1) year, and the AMA shall be notified of this action. The same penalties apply for a person who refuses to be torn down. (Rev. 22 Mar 2004)

9.7 Engine displacement shall be measured in the field. Any rider demanding that the machine be torn down must bear the cost of shop time.

9.8 Riders' protests, decision, and appeals will be acted upon by the Competition Committee at the monthly meeting of the District 36 Motorcycle Sports Committee. All suspensions and protest decisions may be appealed to the Board of Directors in writing, within ten (10) days after Competition Committee action. An appeal fee of \$50.00 must be submitted at this time. All fees will be returned to appealing parties if their appeal is upheld. (Rev. 16 Nov 2005)

9.9 Appeals to the AMA must be received by the AMA before the close of business (5:00 p.m. Eastern Time) on the fifth business day after the referee has made his ruling.

SECTION 10 **MEETS**

10.1.1 Sanctioning. All Meets must be approved by the District 36 Motorcycle Sports Committee and be sanctioned by the American Motorcyclist Association. District recognition will not be issued unless the following conditions are met. All clubs or promoters wishing to sanction Meets for District 36 points will be required to post a bond of \$150 dollars with District 36. All monies to be fully refunded upon satisfactory completion of competition Meets in a specified time as determined by the Board of Directors, District 36. (Rev. 22 Mar 2004)

10.1.2 Types of Events. An Amateur event is any competitive event where speed and/or skill of the rider determines the winner and no money is awarded (except in Semi Pro events). (Rev. 22 2004)

Events shall include, but are not limited to, the following categories:

- A. Cross Country
- B. Enduro
- C. Motocross
- D. Scrambles
- E. Dirt Track
- F. Supermoto
- G. Special Events

For the race types included in each of the above categories, see the appropriate rules sections. Qualifiers (Reliability Trials) are administered by the Enduro Steward, but also pay Cross Country points. Cross-country riders should review the Enduro section.

10.1.3 Any person holding a current recognized AMA District Membership Card and a full current AMA Membership card may compete in District 36 Amateur events. (Rev. 22 Mar 2004)

10.1.4 Advertising or other promotional material must be approved by the D36 category Steward prior to release. After this approval the materials will be sent to the Director of Competition and all active members. This material shall contain at least the following:

- A. Type of event
- B. AMA, District 36 and title Sponsor logos
- C. Date, day, and time of event
- D. Opening and closing dates for entries
- E. Practice times; state if no practice
- F. Classes to be run; traction limitations
- G. Location of event; directions if possible
- H. Admission charge; total rider fee
- I. Statement that: "Entry fee includes \$3.00 LAO fee."
- J. Name of sponsoring club/promoter
- K. Telephone number for information, cancellation, etc.
- L. Type of pay-back for Semi Pro events
- M. Rider Medical Insurance, yes or no
- N. Spectators witnessing these events thereby assume all risks for any injuries or damages resulting there from.
- O. A Sound test may be given at this event

(Rev. 18 Aug 2005)

10.1.5 Classes must be run as advertised by the sponsoring club/promoter, if there are enough riders to make a class. Five (5) or more riders shall constitute a class.

10.1.5.1 A promoting club will have "AA" at enduros, Vet, Senior, Super Senior, Master and Women's classes. (Rev. 22 Mar 2004)

10.1.6 When there are not enough riders to make an advertised class, one of the following options shall be taken:

1. Move to the next higher engine class in the same rider classification.
2. Move to the next lower engine class in the same rider classification; must win overall to earn a trophy at Referee's

discretion.

3. Move to the next lower rider classification in the same engine class; must win overall to earn trophy at Referee's discretion. Riders moved to lower engine or rider classification and winning overall shall receive advancement and/or championship points. Running less than five (5) riders for one (1) trophy is permitted.

10.1.7 A rider is permitted to qualify and ride more than one machine but must be in different engine classes (except cross country events where the rider may enter only one [1] class.)

10.1.8 The same machine cannot be qualified or ridden in different engine classes in Short Track and Scrambles.

10.1.9 No entry may change the machine entered after he has competed in any portion of the event.

10.1.10 Violators of any portion of Sections 10.1.7, 10.1.8, or 10.1.9 shall lose their District 36 Membership Card for a minimum of 30 days not to exceed a maximum of one (1) year. (Rev. 22 Mar 2004)

10.1.11 Littering of pit area and race facility is strictly prohibited. Riders are responsible for all actions of members of pit crew, family and friends in pit area and on the race track, and may have their Membership cards suspended for violations. (Rev. 22 Mar 2004)

10.1.12 No rider may ride more than three events in any one meet.

10.1.13 The Sportsman class is considered as one event, and the Veteran/Senior/Super Senior/Master class is also considered as one event. A rider may ride each event (Sportsman and Veteran, Senior, Super Senior or Master); however, a dual fee must be paid to the promoting club or organization.

10.1.14 No rider may change the frame entered per class after he (she) has competed in any portion of the event (not including practice).

FLAGS

10.2 Flags used in District 36 events must conform to the following standards:

GREEN--Start of race or event.

WHITE--Last lap (one lap to finish).

YELLOW--Danger on track or course, exercise caution in area of flag.

WHITE with RED CROSS--Ambulance on track, caution.

YELLOW with RED CROSS--First Aid being given on course, use extreme caution in area of flag. Absolutely no passing in the area of this flag.

BLUE--Move over, another rider trying to pass.

BLACK--Disqualification of individual rider, report to Referee at once.

RED--Stopping of race, report to starting line at once.

CHECKERED BLACK and WHITE--Finish of event, race, practice, or trial lap.

All flags must be at least 24 by 24 inches.

10.3. MOTOCROSS AND DIRT TRACK

Practice lines shall be divided in separate class divisions to make an organized line up for riders.

Each division shall be designated by a clearly written sign at the entrance of each row with large print.

Each row shall be separated by a rope or other means (snow fence, etc.) in a parallel fashion with a rope gate at the front. The lines should be long enough to accommodate 50 riders, if room permits.

Each row shall taper down in size to permit one motorcycle at a time through the gate into the track.

Divisions for the practice lines are as follows:

1. Open "B","A"
2. Open "C"
3. 126-250 "B","C"
4. 125-250 "C"
5. 0-125 "B","A"
6. 0-125 "C"
7. Mini Bikes "B", "A"
8. Mini Bikes "C"

"C" riders must practice separately from "B" and "A" riders; and Youth, Veterans and Seniors must practice separately from Sportsman riders.

Motocross practice divisions will be at the discretion of the Referee, except that "C" riders must practice separately from "B" and "A" riders; and Youth riders must practice separately from Amateur riders.

10.3.1 Two (2) minutes only shall be allowed for a machine and rider to make the starting line at a closed course event after a call from the Referee or pit Steward. After this lapse of time, if not ready, the rider and machine are out of that moto only.

10.3.2 All riders shall select starting positions from heat race finishes. Selections will be done at the starting line or at

the staging area and the Referee will so designate at the riders meeting. Heat winner will select first; if more than one heat, the first winner will select first, then second and third. Second place will then select from remaining positions on down the line until all positions are filled. When starting position is selected, there will be no changes in this position including any or all restarts. When two row starts are used for whatever reason, all riders will draw for position.

10.4 STARTS & RESTARTS **DIRT TRACK**

10.4.1.1 Two starting lines two (2) feet apart will be plainly marked for each row. Rows shall be 8 yards (24 feet) apart. The penalty line is to be 8 yards behind the last starting line. All riders will face in a forward direction. In the event of 2nd row or more starts, a line judge will be used on all lines past the No. 1 row. (Rev. 24 Nov 2005)

10.4.1.2 If Starting Lights are to be used to start the event; they must be consistent as to time lapse between signals.

10.4.1.3 RED and GREEN colors must be used.

10.4.1.4 All starting lights must be approved by the event Steward prior to their use.

10.4.1.5 A minimum of 15 feet distance between starting line and lights must be used.

10.4.1.6 The starter must be visible to all rows of riders. The starter must put both feet on a platform or in a circle and must face the riders. The starter may then start the event by waving a green flag or triggering starting lights. Platforms for the starter are mandatory for starts with two (2) or more rows.

10.4.1.7 Any rider touching the front line before the official start of the event will be penalized and moved to the penalty line. If all riders appear ready, the starter may display the flag to start the event.

10.4.1.8 Positions for restarts shall be the same as for the original start including penalty positions, if any. Exception: Single File Restarts.

SECTION 11 **COMPETITION EVENTS**

11.1 CROSS COUNTRY EVENTS

11.1.2 A Cross Country event is run on a natural (unprepared) terrain and may or may not be a closed course. Events include but are not limited to: Hare 'n Hound, Hare Scrambles, European Scrambles and Grand Prix.

Hare 'n Hound: A race of over 60 miles in length which does not use the same course more than once. And which each loop must be at least 30 miles in length.

Hare Scrambles: A race on a course of more than two and one-half miles in length and a total distance of more than 55 miles. The same loop may be used two or more times.

European Scrambles: A race on a course of more than two

(2) miles in length but less than ten (10) miles. Classes to run for not less than one and one-half (1 1/2) hours. Different displacement classes and rider categories run at different times.

Grand Prix: A race of between 100 and 200 miles in length with between 5% and 15% of the course being run on pavement. The remainder should be divided evenly between improved and unimproved terrain. The course need not follow the same route each time, but if the same loops are used they must not be less than ten (10) miles nor more than 55 miles in length. Results must be distributed as per Enduro rules. Race ends one (1) hour after checkered flag. Trophy distribution will be as per Cross Country Rules--Section 4.

11.1.3 Special equipment for cross-country races are as follows:

A. All motorcycles shall be fitted with spark arrestor as well as a muffler not exceeding the decibel requirements set forth in this book.

B. Each machine entered must have an off road permit or be licensed in the state where the machine is normally kept.

C. Kitted bikes (bikes which have an altered bore and/or stroke other than stock) will be allowed in all cross country classes. The rider must declare the bike's displacement on the entry form, and the bike may only be entered in the class or classes for which it's kitted displacement is allowed.

11.1.4 All Cross Country courses must be marked with reflective arrows, lime or ribbons. Three (3) arrows pointing down must be used to indicate an area that requires a high level of skill. An arrow will be placed 30 to 50 feet prior to a direction change and two arrows at the point of change. Wrong way markers (W) will also be used. The rider must stay within 50 feet of the marked course.

11.1.5 Riders entering a check area must remain in single file once they pass a yellow flag or other appropriate markings. (Rev. 13 Jan 2002)

11.1.6 "AA's" will all start on the front row followed by "A's". At all Cross Country races, if the "A's" are running for an overall trophy and time adjustment is not used they are to start on the same line. If time adjustments are used Engine classes will start on the first (1st) row followed by Vet, Senior and SSenior as space permits. This same rule to apply to "B's" and "C's". All "Woman" class riders shall start with the "C's". (Rev. Nov 15 2006)

11.1.7 "A's" and "B's" will not race in the same race as the C class, exceptions with Stewards' approval.

11.1.8 Gas stops must be provided every 50 miles or less. Dead engine gas stops are mandatory; penalty for noncompliance is disqualification.

11.1.9 Participants in Cross Country events may not ride the course within 48 hours of the time they are due to start or once the course has been marked. (Rev. 21 July 2004)

11.1.10 No rider will be allowed to ride more than one class per sanctioned event.

11.1.11 Guidelines for promoting Cross Country Events will be sent to Active Members requesting sanctions for events of this type.

11.1.12 A riders' meeting must be held before the event to inform the riders of the types and manner of course marking, starts, checking, fuel stops, etc. This may be done by means of a printed information sheet given to each rider. The sponsoring club must designate the pit and/or refueling areas and will police them to ensure compliance with District 36 rules.

11.1.13 The sponsoring club or promoter will supply a participation sticker or a finisher's pin to all legal finishers of said event. A legal finisher is considered a rider who has completed 50% of the number of laps completed by the winner of that particular class. Clubs or promoters shall submit a Finisher Pin or Event Sticker to the Cross Country Steward for approval prior to the event.

11.1.14 A rider must finish a Hare Scrambles event to be eligible for individual class awards and points. To finish, a rider must complete at least 50 percent as many laps as the winner of his class. It is not necessary to take the checkered flag to finish, however the rider must turn in his scorecard to the finish check or to the scorers to be scored. Riders must complete the entire course to be a finisher in a Hare and Hound event.

11.1.15 Club's and promoters who wish to be part of the District 36 Cross Country Championship Series are required to use the official D-36 Scoring crew and scoring program. (Rev. 15 November 2006)

11.1.15.1 Race completion time, and the 1½ hours to calculate the results will commence at scanner download. A cross-country event, other than Hare & Hound, is officially over 60 minutes from the time the checkered flag is thrown. (Rev. 20 Dec 2002)

11.1.15.2 Electronic scoring data may be used to correct and/or penalize riders at the time of scoring, if agreed to by the Referee, CC Steward and the scoring Committeemen. All changes must be noted on the posted results.

11.1.15.3 Results must be prepared and sent to all entrants within 14 days of the event, if results cannot be posted within 11/2 hours after the completion of the event. The results and the Referee's report shall include:

1. Names in order of placing in class. This means a separate listing for each engine and age class.
2. District 36 card number, or last 4 numbers of receipt number or other district card number that rider is from, or current National Number.
3. Make of machine, rider's Club or Sponsors.
4. Overall place in each race of the event, including number of laps completed and finishing time.

5. Type of event, date of event.

19 2
20 1

6. The number of entrants by class.

If greater than 200 "C" riders entered the event, any "Woman" class riders finishing in the top 40 "C" Sportsman overall results will receive advancement points as follows:

7. The number of trophies to be awarded by class.

If greater than 200 "B" riders entered the event, any "Woman" class riders finishing in the top 40 "B" Sportsman overall results will receive advancement points as follows:

8. Name, address, and phone number of the Referee of the event.

11.1.16 CROSS COUNTRY "WOMAN" CLASS

Women may choose to race as a Sportsman rider as stated in rule 4.4 or as a "Woman" rider. For the "Woman" class the following guidelines will be used: (Rev. 18 Nov 2004)

FINISH Advancement

11.1.16.1 Sportsman "Woman" advancement

"Woman" class riders will advance from "C" Sportsman to "B" Sportsman based upon their finishing position in the "C" Sportsman overall results. "Woman" class riders will advance from "B" Sportsman to "A" Sportsman based upon their finishing position in the "B" Sportsman overall results. When women riding in the "Woman" class do not ride the same course as the Sportsman riders and cannot be listed on the Sportsman overall results, no advancement points will accrue. Advancement points will accumulate from year to year.

Place:	Points:
1&2	20
3&4	19
5&6	18
7&8	17
9&10	16
11&12	15
13&14	14
15&16	13
17&18	12
19&20	11
21&22	10
23&24	9
25&26	8
27&28	7
29&30	6
31&32	5
33&34	4
35&36	3
37&38	2
39&40	1

If fewer than 100 "C" riders entered the event, only "Woman" class riders finishing in the top 10 "C" Sportsman overall positions will receive advancement points as follows:

If 100 to 200 "C" riders entered the event, any "Woman" class rider finishing in the top 20 "C" Sportsman overall positions will receive advancement points as follows:

If fewer than 100 "B" riders entered the event, only "Woman" class riders finishing in the top 10 "B" Sportsman overall positions will receive advancement points as follows:

If 100 to 200 "B" riders entered the event, any "Woman" class rider finishing in the top 20 "B" Sportsman overall positions will receive advancement points as follows:

11.1.16.2 Sportsman class advancement schedule for "Woman" Class riders

"C" Sportsman 0 to 51 points earned in the overall C Sportsman results
"B" Sportsman 1 to 100 points earned in the overall B Sportsman results
"A" Sportsman 101 points earned in the overall B Sportsman results

FINISH Advancement

Place:	Points:
1	20
2	19
3	18
4	17
5	16
6	15
7	14
8	13
9	12
10	11
11	10
12	9
13	8
14	7
15	6
16	5
17	4
18	3

11.1.16.3 Woman Classes and Advancement:

Woman "AA" Rider (runs in the "A" Sportsman race)
Over 240 advancement points racing against "Woman" class riders, and must have achieved appropriate advancement points from the overall "B" Sportsman class to advance to "A" Sportsman.

Woman "A" Rider (runs in the "B" Sportsman race)
120 - 239 advancement points racing against "Woman" class riders, and must have achieved appropriate advancement points from the overall "C" Sportsman class to advance to "B" Sportsman.

Woman "B" Rider (runs in the "C" Sportsman race)
60-119 advancement points racing against "Woman" class riders.

Woman "C" Rider (runs in the "C" Sportsman race)
Under 60 Advancement points racing against "Woman" class riders.

Woman Beginner (runs on the youth course) Exhibition class

Sportsman women riders that have never entered a competition event.

Women Diva (runs on the youth course) Exhibition class

Women riders 30 years of age and older that have never entered a competition event. (Rev. 14 July 2006)

11.1.16.4 Advancement within the "Woman" class will be calculated following rule 7.1.5. "Woman" Beginner Division 1 and 2 will be advanced to "Woman C" rider at the Woman Steward's discretion.

11.1.16.5 Cards (Proof of Classification)

Stickers showing the current "Woman" classification will be issued by the Woman Steward. The sticker is to be applied to the back of the District 36 membership card.

[i.e. "Woman B," although that rider holds a "C" Sportsman card.

11.1.16.6 Trophies: If the promoting club elects to have a "Woman" class, they will award one or more trophies for that class in accordance with rule 7.2.

11.1.16.7 Points to determine District 36 awards will be given as follows:

- A. 1 point for starting the race.
- B. 1 point for finishing. Finishing is defined as completing 50% of the laps of the top Super Senior "C" riders and crossing the finish line after the checkered flag.
- C. 2 points for the overall "Woman" winner if more than 1 entry.
- D. 1 point for each "Woman" rider thereafter.

11.1.16.8 District 36 Awards - There will be "A," "B" & "C" "Woman" awards only if there are enough riders in each classification to justify an award. All awards and classifications will be at the Cross Country Steward's discretion and can be formally protested. District 36 "Woman" awards will be of the same type as those awarded to the top "B" and "C" Sportsman riders.

11.1.16.9 Clubs are encouraged to start the "Woman B" class in the front or mid-pack of the "C" Sportsman race. This provides an incentive and encouragement for women to continue racing the "Woman" classes, instead of switching to engine-displacement classes for a better start. Clubs are encouraged to start the "Woman A" class at the back of the "B" Sportsman race.

11.1.16.10 Any variation of these rules must be approved prior to racing by the steward.

11.2 ENDURO EVENTS

11.2.1 An Enduro is an Amateur event where speed is not the determining factor and wherein a time schedule must be maintained. It is conducted over paths, roads, trails, and other natural terrain with a series of secret checkpoint locations to determine time schedules. The rider who maintains the closest time to the schedule is the winner.

11.2.2 Special equipment requirements for Enduro are:

A. All motorcycles shall be fitted with a spark arrestor as well as a muffler not exceeding the decibel requirements set forth in this book.

B. Each machine entered must have an off road permit or be licensed in the state where the machine is normally kept.

C. Kitted bikes (bikes which have an altered bore and/or stroke other than stock) will be allowed in all Enduro classes. The rider must declare the bike's displacement on the entry form, and the bike may only be entered in the class or classes for which its kitted displacement is allowed.

11.2.3 The announcement of the event must be made in printed form and must be sent to each club belonging to the District Organization, and to the District Enduro Steward, at least two (2) weeks prior to the acceptance of entries. No Enduro shall allow more than 750 riders to compete; a smaller limit may be used if necessary. Entry fees must be returned to those riders not permitted to compete because of rider limits.

11.2.4 Riders found riding in the wrong class or engine class, or engaged in illegal practices, will be disqualified from the event and shall have cards pulled for at least the next event. The following shall be considered to be illegal practices:

- A. Use of radio equipment.
- B. Pre-riding any part of the course within 24 hours of start time.
- C. Changing riders, machines, or numbers during event.
- D. Carrying gasoline anywhere on a rider's body.
- E. Having confidential course information that could result in an unfair competitive advantage.

11.2.5 I.S.D.E. Qualifiers or non-national qualifiers will be under the jurisdiction of the Enduro Steward and all riders shall have a Membership card. All riders will receive championship points in both Enduro and Cross Country; points are determined based on riders finish in the combined results. Qualifier events will follow the rules as described in the AMA & FIM rule books. Promoters of Qualifiers must provide the results to the Enduro Steward as per section 12.11, and to the Cross Country Steward with all required information needed, in a format as determined by the Cross Country Steward. (Rev. 22 Feb 2002)

11.2.6 COURSE

11.2.6.1 The course must be 70 actual miles in length or longer.

Members of the sponsoring club and persons who have confidential information regarding the course, key times and location mileages of any secret check, emergency, or observation checks are prohibited from participating in the event.

11.2.6.2 The course must be clearly and properly marked by the promoting club. An arrow will be placed 30 to 50 feet prior to a direction change and two arrows at the point of change.

Two (2) off course markers (W's) must be placed one on each side of the road or trail, no more than 150 yards from the turns.

11.2.6.3 The following course markers will be used:

Arrows on a contrasting background to only indicate turns.
Solid circular dots on contrasting background to indicate straight sections of the course, colored streamers, lime or gypsum.

11.2.6.4 Riders must remain on the marked course. A rider who leaves the course may continue the meet only by re-entering the course at the same point. A marked course shall mean within 25 feet of the course markers. (Rev. 20 Oct 2005)

11.2.6.5 Three or more X's or 3 arrows pointing down should be used to indicate an area that requires a high level of skill. These indicators should be placed far enough ahead so that the fastest of riders will be given sufficient time to adjust his speed to the level of skill he deems necessary.

11.2.6.6 Other course markers will include a "W" (wrong direction) and an "A" (off course alternate route) and "SH" (side hack) and "penalty route" for the penalty route. The penalty route will have the penalties for its use clearly shown.
A description and display of all course markers used in the event must be visible to each rider at the starting line.

11.2.6.7 The entire course must be swept by the promoting club after the closing of the checks. The sweepers must either direct a bonafide contestant to the most direct or best route to the start/finish area, take his name and number for relay to start/finish area, or bring the rider out with them.

11.2.6.8 Riders may assist each other on any part of the course, but riders may not receive outside assistance, unless in the interest of safety.

11.2.6.9 Any two-way contestant traffic areas on the course must have signs warning riders of such a condition. Warning notices of traffic and of the possibility of non-contestant vehicle traffic shall be placed at the start area.

11.2.6.10 All course markers must be removed by the promoting club within two weeks of the date of the event.

11.2.6.11 A maximum of 4 riders may start per minute at Enduro's with 500 riders or less. A maximum of 5 riders may start per minute at Enduro's with more than 500 riders. Figures to be based on previous year's attendance.

11.2.6.12 Portions of the event that use the same course more than once must be marked with different colored markers each time used.

11.2.7 CHECKING

11.2.7.1 All mileage must be taken on the same day with the same machine. Averaging is not permitted. A statement indicating the machine and type of mileage meter drive used (front wheel or other) shall be posted at the start.

11.2.7.2 At least one mileage check must be provided before the first secret check at a distance of 2.9. Mileage references will be

given within 5-mile increments. (Examples: Speed changes, mileage resets, a check, mileage markings, etc.) Mileage markers are not required at turns as required in the AMA rulebook.

11.2.7.3 All checks must be identified with a sign containing the following information: the word "check", its number, the speed average to be maintained for the next check, the key time of the check and the mileage to that check from the start.

Checks must be in ascending order, and all checks must be located so the key time is a full (even) minute. Any rider arriving within 59 seconds after the even minute shall be recorded as arriving on that minute.

Riders must not stop within sight of a check or their time will be taken when their forward motion stops.

Putting a foot down shall not indicate point of timing, but time will be taken if the rider zigzags or paddles to stall time.

Taking the time of a stopped rider within sight of a checkpoint is only permissible when that rider can be identified by the checkpoint crew without leaving their position behind the checkpoint line.

11.2.7.4 The key times must always be shown for rider zero (#0). At least two (2) different speed averages must be used.

11.2.7.5 If speed changes between checks are used, they must be located so the key time is a full (whole) minute. In addition to showing the average speed to be maintained, the mileage must be shown.

11.2.7.6 The mileage to each check location or speed change must be in multiples of one tenth of a mile.

11.2.7.6.1 Check mileage must be accurate within +/- .05 miles (264 feet) from the last posted mileage marker. (Rev. 15 Dec 2004)

11.2.7.7 Checks must not be more than 35 miles apart. Secret checks must not be located less than 3 odometer miles from any known control or secret check.

11.2.7.8 There must be at least one gas stop or gas available location for each 50 actual ground miles. The promoting club must transport the contestant's fuel (in disposable containers) to the gas location. Entrants must not have to buy fuel. A minimum of ten (10) minutes shall be provided for each gas stop. (Rev. 18 Dec 2003)

11.2.7.9 A "known control" is one whose mileage is known at the start by all entrants. Arrival times must be taken from such checks but there shall be no penalty for arriving early at a known check unless the rider is more than 15 minutes early. (Rev. 18 Dec 2003)

11.2.7.10 A "secret check" is one whose mileage key time, and location is unknown to all entrants. Arrival times must be

recorded at all secret checks. A minimum of five (5) secret checks must be used. Secret checks may not be used at a speed average of 6 mph or less.

11.2.7.11 An observation check may be used for determining that every contestant has traversed the entire course. Arrival times are not scored, but each rider's number must be recorded.

11.2.7.12 Start Control - a timed checkpoint designating a starting or a release point. A point whose mileage and key time are listed on the route sheet. A timed check immediately preceding a start control may be located without regard to the 3 mile check separation rule, but the timed check immediately following a start control must meet the 3 mile check separation rule.

11.2.7.13 All checks must be opened 15 minutes before the due in time of the first rider and shall remain open one hour 59 seconds after the due in time of the last rider entered.

11.2.7.14 If a Gas Stop is used all riders must be checked in and out. A Gas Stop must not have a timed check within 2 miles before the check in and 3 miles after the check out. Penalty points must be given for early departure and may be given for late departure from the Gas Stop. Only a "Gas Stop" is subject to the 2/3 mile timed check rule. (Rev. 18 Dec 2003)

11.2.7.15 All events will use the "flip-card" system.

11.2.7.15.A A "flip card" system is a system where the flip card number is visible to the rider when they cross the check line. The flip card number may be visible to the riders before they cross the check line, but this is not required. Seconds may be visible to the riders at some time, but this is not required. The District 36 clocks are a digital flip card system. (Rev. 18 Dec 2003)

11.2.7.16 All riders shall receive an arrival number at each check in place of the time. Tiebreaker checks will record Flip Card number and seconds. Actual time must be given at any check to any rider who requests it.

11.2.7.17 A register of all riders and the arrival times must be kept at each check, by check personnel.

11.2.7.18 A plastic coated rider scorecard will be used at all events. The scorecard will be carried by the rider and have a place for the rider's name, riding number, and check number.

11.2.7.19 Emergency checks must be used for the purpose of breaking tied scores. Time to an emergency check must be computed to an even minute. Two emergency checks must be used for the purpose of breaking tied scores. The time taken at an emergency check shall be taken in minutes and seconds. In case of tied scores, the combined total emergency points lost shall be used to determine the winner. If a tie still exists, the emergency check closest to the end of the event shall be used to break the tie. If necessary, revert back to the next preceding emergency check until the tie is broken. If a tie still exists or the event has ended prematurely, before any emergency checks have been reached, the affected scores will be compared to the last legal time checking station in a reverse order, and the first rider to receive the better score at any check including the last

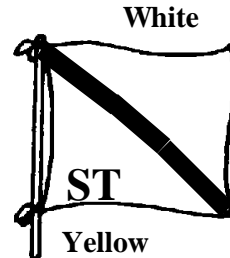
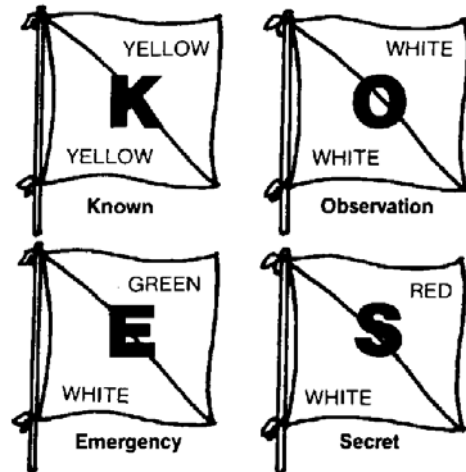
one, will be declared the winner.

11.2.7.20 Emergency points shall be figured from the 30-second mark of his due minute.

11.2.7.21 Checking stations shall use the following flags which shall measure not less than 18" x 18" with a 10" black letter.

- Known Control--Yellow Flag with "K".
- Observation Check--White Flag with "O".
- Secret Check--Red and White Flag with "S".
- Emergency Check--Green and White Flag with "E".
- Start Control --Yellow and White with diagonal black stripe with black letters "ST"

Two flags will be used per check or control.



11.2.7.22 All flags must be conspicuously displayed and will designate the exact checking point.

11.2.7.23 Checking time shall be taken the instant the rider's front wheel shall have arrived opposite the two (2) flags. The imaginary line between the two flags should be indicated with lime.

11.2.7.24 Mileage resets (added mileage to give time) will be considered "ground mileage" (official) and this mileage may be used in placing subsequent timed checks. Resets, however, are not allowed two tenths (2/10) of a mile before a checkpoint or 1/10th of a mile after a checkpoint.

"Reverse" resets (subtracted mileage to make a rider late)

will not be allowed. Free time or separate class speed averages may also be used.

11.2.8 TIMING

11.2.8.1 The promoting club will receive the District 36 Digital Enduro Clocks prior to the event from the Enduro Steward or a District 36 Committeeman. All clocks will be set to the second from the master clock used at the start of the day of the event. All clocks must be accurate to within 5 seconds within a 12-hour period.

11.2.8.2 All checkpoint clocks must be displayed at the finish marked with the number of the check, as soon as possible after the checks have been closed.

11.2.8.3 Each clock must be compared to the Master Clock as soon as possible after the check is closed, and certified by the Event Referee as to the difference, if any, between the two clocks. Any clock with more than 5 seconds difference shall be considered eliminated and that check used for observation purposes only.

11.2.8.4 The Master Clock must be available in the starting area the day before the event.

11.2.8.5 District 36 Digital Enduro Clocks will be used. A twenty (\$20.00) dollar fee will be charged per event for the use of the clocks to clubs or promoters who use them.

11.2.9 SCORING

11.2.9.1 All scoring will be on a "points lost" basis: the best score being zero.

11.2.9.2 Points will be lost as follows:

- a) One point for every minute late.
- b) Two points for the first minute early.
- c) Five points for each additional minute early.

11.2.9.3 Non-finishers will have 500 points added to their score and their positions will be determined by the number of checks completed and then by the score to that check.

11.2.9.4 A rider who is more than 1 hour 59 seconds late or more than 15 minutes early at a check will be disqualified at that point. He shall be credited with the mileage to the last timed checking station and is eligible for awards on that basis.

11.2.9.5 Any penalty section points must be added to the rider's score before positions are determined.

11.2.9.6 The register of riders from each check must be reviewed to verify the scores of trophy winners before the results are made official.

11.2.9.7 In emergency check scoring; always develop the score from the 30-second mark of the rider's due minute.

11.2.10 ENTRIES

11.2.10.1 Fees for overnight camping may be charged in addition to the entry fee. Father and son/daughter or mother and son/daughter and three rider team entry fees shall not exceed five dollars per additional rider.

11.2.10.2 Announcements for Enduro's must show the opening date (if any) for the acceptance of entries, the closing date for the drawing, and the closing date for mail entries.

Additional engine sizes or rider teams must be shown. A phone number where additional information can be obtained must also be included.

11.2.10.3 A drawing must be used for the assignment of starting times, and it must be held not less than 10 days after the opening date for entries. Entries received after the drawing date may be given starting times as received. The announcement shall also state whether the drawing will include all entries received or only the first 750 (or less).

11.2.10.4 Starting time assigned as follows:

All "AA" and "A" riders whose entries are received by the drawing date will be drawn first, then "B" Enduro sponsoring club members, then "B" riders, then "C" Enduro sponsoring club members, and then "C" riders.

The Enduro Steward shall provide a list of the top 10 A riders, which may include "A" as well as "AA" riders, riders to the promoting club prior to the drawing date. These riders shall not be assigned rows one through four and shall not be assigned together on the same row. Only pre-entries are considered.

Top 10 A riders, whose entries are received after the drawing date, will not be assigned rows one through four and will not be placed on the same minute as a pre-entered top 10 rider. (Rev. 20 June 2005)

Riders whose entries are received after the drawing date may be assigned as received. Riders stating they want to ride with another class will be drawn with the lower class. No rider will be allowed to change his/her number after the drawing as designated by the club.

Post entries, "A", "B" and "C" riders will ride with their respective classes if starting positions are available and the five (5) minute gap between classes must be maintained.

"A" riders will ride in the clear time behind "A" riders until all but the 5-minute gap is full. Post entries will receive the next post entry numerical position (numbers).

Teams drawn together are not necessarily included.

Super Senior and Gentlemen "A" pre and post entrant riders, at their option, may be placed on Rows starting at 16. (Rev. 17 January 2007)

11.2.10.5 The entry blank must provide space for the

following information:

Rider's Name
Rider's Mailing Address
District Card Number
Rider Classification
Rider's AMA Number
Make of Motorcycle and Engine Size (by cc)
Club Name
Team Entry Data
Release Statement, Signature, Age, and Date.
Sponsor's names, logos, if any.

11.2.10.6 The promoting club must, at least one week before the day of the event, mail to each entrant, a rider information sheet. This sheet shall contain such information as the promoting club deems necessary, and must contain the following:

- A. Rider's starting time.
- B. Location of the start/finish area and directions and time required to get there.
- C. Phone number(s) to call for confirmation of event.
- D. Availability of gas, oil, and gas trucks.
- E. Procedure for changing machine size and rider class, or name of rider. The club must allow the changing of any information on the entry blank by the original entrant without penalty. A name change will be allowed upon the payment of a \$5.00 transfer fee.
- F. Availability of lodging and camping facilities.

11.2.10.7 Route cards shall be provided each rider, either mailed with the information sheet or handed out at least one (1) hour before the rider's starting time.

11.2.10.8 It will be the responsibility of the promoting club to check all entrants for an AMA and D36 Membership Card before the race date. The promoting club or promoter shall not permit rider name changes to move a rider to a higher class group.

11.2.10.9 Riders wishing to ride together must state so on the entry form, otherwise entries will be separated by class. There must be a minimum of five-minute intervals between classes when assigning starting times. Increased time is allowable when necessary.

11.2.10.10 If the event cannot be run on the date scheduled and it is rescheduled for another day, the entrants shall have the option of a refund upon written request to the promoting club prior to the running of the reschedule date. If the event is started but is not completed due to a "no contest" being called and rescheduled, the individual starters have the option of a refund upon written request to the promoting club prior to the reschedule date. If the event is canceled completely, all entry fees shall be returned by the promoting club.

11.2.11 RESULTS

11.2.11.1 Results must be prepared and sent to all riders within one month of the event. The results must indicate the number of entrants and trophies awarded in each class and the name of the rider, his starting number, make of machine, points lost, the name of his club or sponsors, and his Membership Card number.

If a self-scoring method is used, the results need only include those riders who turned in their scores. If a self-scoring method is not used, then results must show all entrants. The official results must also show the key times and mileages to all the checks and speed changes. If any checks were thrown out, the reason must be given. If a club awards trophies the same day as their event, those results will become official 30 minutes after they have been posted, unless they have been protested.

Results must include name, address, and phone number of the Referee of the event.

11.2.11.2 Race results will be sent to the Enduro Steward after each event and prior to the general mailing, along with a list of "A" riders who worked the event.

11.2.11.3 A list of top 20 overall "A" (including "AA"), "B", and "C" riders, complete with scores, tie breakers and District 36 numbers will be sent to the Enduro Steward. If any class receives over 200 entries, the top 40 riders list will be required in that class.

SECTION 11.3 **BRAND Q ENDURO EVENTS**

11.3.1 A Brand Q Enduro, is an amateur event designed to measure the skill of the rider, without emphasizing timekeeping ability. It is conducted over paths, roads, trails, and other natural terrain. There are known checks and special tests where riders accumulate points. The rider with the fewest points accumulated is the winner. (Rev. 22 Mar 2004)

11.3.2 A Brand Q Enduro, will be under the jurisdiction of the Enduro Steward. All riders must have a D36 Membership Card.

11.3.3 Special equipment requirements for Brand Q Enduros are:

- A. All motorcycles shall be fitted with a spark arrestor as a muffler not exceeding the decibel requirements set forth in this book.
- B. Each machine entered must have an off-road permit or be licensed in the state where the machine is normally kept.
- C. Kitted bikes (bikes which have an altered bore and/or stroke other than stock) will be allowed in all Brand Q Enduro classes. The rider must declare the bike's displacement on the entry form, and the bike may only be entered in the class or classes for which its kitted displacement is allowed.

- D. Riders must display their rider number, on their front number plate with black numbers, at least 4 inches high on a contrasting background or white number, at least 4 inches high on a black background.
- E. Additional special equipment requirements may be required by the promoting organization at the approval of the District Enduro Steward. These requirements must be clearly stated on the event flyer.

11.3.4 The announcement of the event must be made in printed form and must be sent to each club belonging to the District Organization, and to the District Enduro Steward, at least two (2) weeks prior to the acceptance of entries. No Brand Q Enduro shall allow more than 750 riders to compete; a smaller limit may be used if necessary. Entry fees must be returned to those riders not permitted to compete because of rider limits.

11.3.5 Riders found riding in the wrong class or engine class, or engaged in illegal practices, will be disqualified from the event and shall have cards pulled for at least the next event. The following shall be considered to be illegal practices:

- A. Use of radio equipment.
- B. Use of spotters, whether entered or not.
- C. Pre-riding any part of the course within 24 hours of start time.
- D. Leaving start area before assigned time.
- E. Changing riders, machines, or numbers during event.
- F. Gasoline may not be carried anywhere on a rider's body.
- G. Having confidential course information that could result in an unfair competitive advantage.

11.3.6 COURSE

11.3.6.1 The course must be 70 actual miles in length or longer. Members of the promoting organization and persons who have confidential information regarding the course or location/mileage of special tests are prohibited from participating in the event.

11.3.6.2 The course must be clearly and properly marked by the promoting organization. An arrow will be placed 30 to 50 feet prior to a direction change and two arrows at the point of change. Two (2) off course markers (W's) must be placed one on each side of the road or trail, no more than 150 yards from the turns.

11.3.6.3 The following course markers will be used:

- A. Arrows on a contrasting background to indicate turns.
- B. Solid circular dots on contrasting backgrounds, arrows (pointing straight up) on a contrasting background, or colored ribbon to indicate straight sections of the course.
- C. Three or more X's or 3 arrows pointing down to indicate an area requiring a high level of skill or caution. These indicators should be placed far enough ahead so that the fastest of riders will be given sufficient time to adjust their speed to the level of skill or caution that they deem necessary.
- D. W's on a contrasting background to indicate a wrong direction.

- E. At the discretion of the promoting organization and with approval of the Enduro Steward, special course markings may be used to identify separation of the course for different rider skill levels. The markings must be shown at signups and discussed at the riders meeting.

11.3.6.4 The entire course must be swept by the promoting organization after the closing of the checks. The sweepers must either direct a participant to the most direct or best route to the start/finish area, take his name and number for relay to the start/finish area, or bring the rider out with them.

11.3.6.5 Riders may assist each other on any part of the course, but riders may not receive outside assistance, unless in the interest of safety.

11.3.6.6 Any two-way contestant traffic areas on the course must have signs warning riders of such a condition. Warning notices of traffic and of the possibility on non-contestant vehicle traffic shall be placed at the sign-in area.

11.3.6.7 All course markers must be removed by the promoting organization after the event, but not later than two weeks from the date of the event.

11.3.6.8 Common course, or portions of the course where the same route is used twice, must have signs indicating common course at the beginning and end of the common course.

11.3.6.9 All course mileage must be taken with the same machine. Averaging is not permitted.

11.3.6.10 Course mileage will be indicated by signs at each 5-mile increment.

11.3.7 TIMING

11.3.7.1 The promoting organization will receive the District 36 Enduro clocks prior to the event from the Enduro Steward or a District 36 Committeeman. All clocks will be set to the second from the master clock used at the start of the day of the event.

11.3.7.2 All checkpoint clocks must be displayed at the sign-in area as soon as possible after the checks have been closed. Each clock will be compared to the master clock. Any clock with more than 5 seconds difference shall be considered eliminated and that check used for observation only. In the case of a consistent timing error, scores may be adjusted in lieu of elimination of that check.

11.3.7.3 The master clock must be available at the sign-in area the day before the event.

11.3.7.4 A \$20 fee will be paid by the promoting organization to District 36 for the use of the clocks.

11.3.8 SCORING

11.3.8.1 All scoring will be on a "points lost" basis: the best score being zero.

11.3.8.2 Points will be lost as follows:

- A. One point for every second a rider is within a Special Test.
- B. Sixty (60) points for every minute a rider is late at departing a Known Check. Riders late to a Known Check will assume the new minute and will not be penalized for arriving at the new minute at the following Known Checks.
- C. Sixty (60) points for every minute a rider is early departing a Known check. Riders will not be penalized for arriving at a Known Check early, as long as they have not crossed between the check flags. Once the check flags have been crossed, the rider will be marked as leaving the Known Check. Riders leaving a Known check early will **not** assume a new minute at the following Known checks.
- D. 10,000 points if a rider is 60 minutes or more late at departing a Known check.
- E. If an Impound is used, 60 points if a rider is unable to start and ride their bike 20 meters from the start within one minute.
- F. At the event Referee's discretion, points may be assigned to riders failing to follow other rules of the event defined by the Referee at the riders meeting, listed in the rider information sheet, or listed on the event flyer. (example, no dead engine in the gas area, late to impound, starting bike in impound)

11.3.8.3 Riders **will** receive championship points in the Enduro category. (Rev. 22 Feb 2002)

11.3.8.4 SPECIAL TESTS

11.3.8.4.1 Special Tests may start or end anywhere on the course. The start of a Special Test is known as a check-In Check. The end of a Special Test is known as a Check-Out Check. The location of the Check-Ins and Check-Outs shall be unknown to riders until they are encountered on the course.

11.3.8.4.2 Check-Ins and Check-Outs shall be demarcated by a chute outlined by colored ribbon. The exact location of the Check-In and Check-Out shall be indicated by a chalk line or an imaginary line drawn between two flags.

11.3.8.4.3 All riders must stop at Check-Ins. Riders will enter Special Tests at 15-second intervals as directed by Check personnel. When a rider is in-line for the start of the special test, the start of the special test will begin on the next available 15-second interval even if the rider is not ready. Rider scorecards shall be marked at all Check-Ins and a back-up scoring book shall be used. An alternative primary and secondary scoring system may be used, at a check in, with the approval of the Enduro Steward. (Rev. 13 Jan 2002)

11.3.8.4.4 All riders must stop at all Check-outs after they have crossed the check line. Riders must wait, until directed to continue by Check personnel. Rider scorecards shall be marked at Check-Outs and a back-up scoring book shall be used. An alternative primary and secondary scoring system may be used,

at a check out, with the approval of the Enduro Steward. (Rev. 13 Jan 2002)

11.3.8.4.5 Check-In and Check-Out check clocks will use and display real time. The clock's real time display must be visible to the rider as they cross the special test start or finish line. If enough District clocks are not available for all the special tests, special test crews can use reliable and accurate digital watches. The same watches must be used at the start and end of the special tests for the duration of the event. If watches are used, the promoting organization must notify the riders at sign-in, the rider's meeting or at the start line.

11.3.8.4.6 Scoring for each Special Test shall be determined by subtracting each rider's Check-In time from their Check-Out time. A register of these times must be kept by check personnel.

11.3.8.4.7 There shall be a minimum of two (2) Special Tests in a Brand Q Enduro.

11.3.8.4.8 Special Tests may consist of motocross tracks, grass tracks, or terrain tests.

11.3.8.5 Known Checks

11.3.8.5.1 The mileage of all Known Checks shall be displayed at the sign-in area.

11.3.8.5.2 For each Known Check, the scheduled arrival time for each rider number, expressed in real time, shall be displayed at the sign-in area. If alternate time schedules are used, the scheduled arrival time for each schedule must be displayed.

11.3.8.5.3 Known Checks will be identified by a set of yellow flags with a 10" black letter 'K' on them. These flags shall measure not less than 18" by 18". A sign identifying the number and mileage of the check shall also be displayed. (Rev. 13 Oct 2003)

11.3.8.5.4 Known Check clocks will use and display real time. This real time display shall be visible to the rider before they pass the check flags and enter the check.

11.3.8.5.5 Scorecards will be marked, by the check workers, with the rider's departure time at Known Checks. The departure time may be expressed in real time or flip card time.

11.3.8.5.6 Known Checks will be in ascending order, numbered consecutively, starting at one (1). The mileage for Known Checks must be in multiples of one tenth of a mile. Known Check mileage must be accurate within .1 (on either side) from the last posted mileage marker. Known Checks must not be more than 35 miles apart. Known Checks can be within any mileage of another known control, there is no check free zone.

11.3.8.5.7 Riders may stop at any time before a Known Check, in order to wait for their scheduled arrival time. When

the rider's front wheel crosses between the check flags, this establishes the departure time from the check for the rider.

11.3.8.5.8 Any rider crossing between the check flags within 59 seconds after the even minute shall be recorded as departing on that minute.

11.3.8.5.9 A gas stop or layover must be provided at intervals of not more than 45 actual miles. The promoting organization must transport the contestant's fuel to the gas stop or stops. Entrants must not have to buy fuel. The schedule for Known Checks must allow at least 10 minutes for each gas stop.

11.3.8.5.10 There shall be a minimum of three (3) Known Checks in a Brand Q Enduro.

11.3.8.5.11 All Known Checks must be opened 15 minutes before the due in time of the first rider and shall remain open one hour 59 seconds after the due in time of the last rider entered.

11.3.8.6 Impound

11.3.8.6.1 The promoting organization may at their discretion choose to require that bikes be checked into an impound area before the start of the event. An impound area is a restricted and secure area used by the promoting organization to prevent access by the participants before the start. If an impound is to be used, it must be clearly stated on the announcement flier and be clearly displayed at the sign-in area.

11.3.8.6.2 The riders may be required to check their machines into impound at any time up to one hour before their start time, as specified by the promoting organization.

11.3.8.6.3 If an impound area is used, each rider may claim their machine ten (10) minutes before their scheduled start time. Engines cannot be started prior to their arrival at the start line and their scheduled time of departure.

11.3.8.6.4 Within one minute after their starting signal has been given, the rider must have started their engine and ridden beyond another line 20 meters from the start. Failure to do this will result in a 60-point penalty.

11.3.8.7 A register of all riders and their arrival times must be kept at each Known Check by check personnel.

11.3.8.8 A plastic-coated scorecard will be used at all events, unless an approved alternative scoring system is used. The scorecard will be carried by the rider and have a place for the rider's name, riding number, and check number. (Rev. 13 Jan 2002)

11.3.8.9 Medals

11.3.8.9.1 Gold Medals will be awarded to the rider with the best score in their class, and all riders whose total number of points do not exceed 110% of the number of points received by the rider with the best score in that class.

11.3.8.9.2 Silver Medals will be awarded to riders whose total number of points do not exceed 140% of the number of points received by the rider with the best score in that class.

11.3.8.9.3 Bronze Medals will be awarded to all other riders who reach all checks, and are not more than an hour late at any Known Check.

11.3.9 ENTRIES

11.3.9.1 Fees for overnight camping may be charged in addition to the entry fee.

11.3.9.2 Three rider team entry fees shall not exceed five dollars per rider.

11.3.9.2 Announcement flyers for Brand Q Enduros must show the opening date for the acceptance of entries, the closing date for the drawing, and the closing date for mail entries. A phone number where additional information can be obtained must also be included.

11.3.9.3 A drawing must be used for the assignment of starting times, and it must be held not less than 10 days after the opening date for entries. Entries received after the drawing date may be given starting times as received. There must be a minimum of five-minute intervals between classes when assigning start times. Increased time is allowable when necessary.

11.3.9.4 Starting time assigned as follows: All "A" riders whose entries are received by the drawing date will be drawn first, then "B" District 36 club members, then "B" riders, the "C" District 36 club members, and then "C" riders. Riders stating they want to ride with another class will be drawn with the lower class, but riders must maintain the schedule associated with their own class.

11.3.9.5 Post entries, "A", "B", and "C" riders will ride with their respective classes if starting positions are available and if the five (5) minute gap between classes must be maintained. Otherwise, post entries will receive the next post entry numerical position. Riders stating they want to ride with another class will be given a starting time within that class, but riders must maintain the schedule associated with their own class.

11.3.9.6 Rider numbers will be assigned by the promoting organization. Rider number will be assigned with the digits to the left of the right most digit indicating the starting minute of the rider. For example, the four riders on row one are assigned the numbers 11, 12, 13, & 14. The four riders on row two are assigned the numbers 21, 22, 23, 24 & 25. The four riders on row 10 are assigned the numbers 101, 102, 103 & 104.

11.3.9.7 The entry blank must provide space for the following information:

- Rider's Name
- Rider's Mailing Address
- District Card Number
- Rider Classification

- Rider's AMA Number
- Make of Motorcycle and Engine Size (by cc)
- Club Name
- Team Entry Data
- Release Statement, Signature, Age, and Date
- Sponsor's Names

11.3.9.8 The promoting club must, at least one week before the day of the event, mail to each entrant, a rider information sheet. This sheet shall contain such information as the promoting club deems necessary, and must contain the following:

- Rider's starting time
- Location of the start/finish area and directions and time required to get there
- Phone number(s) to call for confirmation of event
- Availability of gas, oil, and gas trucks
- Procedure for changing machine size and rider class, or name of rider. The club must allow the changing of any information on the entry blank by the original entrant without penalty. A name change will be allowed upon the payment of a \$5 transfer fee.
- Availability of lodging and camping facilities

11.3.9.9 The promoting organization will verify that all entrants have a valid Membership card the day of the event. The promoting organization shall not permit rider name changes to move a rider to a higher-class group. (Rev. 22 Mar 2004)

11.3.9.10 Riders wishing to ride together must state so on the entry form, otherwise entries will be separated by class.

11.3.9.11 A maximum of 4 riders may start per minute.

11.3.9.12 If the event cannot be run on the date scheduled and it is rescheduled for another day, the entrants shall have the option of a refund upon written request to the promoting club prior to the running of the reschedule date. If the event is started but is not completed due to a "no contest" being called and rescheduled, the individual starters have the option of a refund upon written request to the promoting club prior to the reschedule date. If the event is canceled completely, all entry fees shall be returned by the promoting organization.

11.3.10 RESULTS

11.3.10.1 The promoting organization is responsible for scoring the event. Results must be prepared and sent to all riders within one month of the event. The results must indicate the number of entrants and medals awarded in each class and the name of the rider, rider number, District and AMA card number, make of machine, points lost at each Special Test and Known Check, and the name of their club or sponsors. The results must also include the name and phone number of the event Referee. If any Known Checks or Special Tests are thrown out, the reason must be given. If a club awards medals the same day as their event, those results will become official 30 minutes after they have been posted.

11.3.10.2 Race results will be sent to the Enduro Steward after each event and prior to the general mailing, along with a list of "A" riders who worked the event.

11.3.10.3 For both enduro and cross country categories, a list of top 20 overall "A", "B", and "C" riders, complete with scores, will be sent to the Enduro Steward. If any class receives over 200 entries, the top 40 riders list will be required in that class. No Vets, Seniors, Super Seniors, or Master are included in the Sportsman classes.

SECTION 11.4 MOTOCROSS EVENTS

11.4.1 A Motocross event is a closed course event run on natural (unprepared) terrain whenever possible except for the alteration of and/or removal of extremely dangerous obstacles.

11.4.2 The course shall be a minimum of one-half (1/2) mile long and a maximum of two (2) miles long. The minimum width shall be twenty feet (20').

11.4.3 The starting area shall allow a minimum of 1 meter per machine and a maximum of 40 machines on the line. This width shall remain for 75 yards. The club or promoter must get approval from District 36 Competition Committee or Event Steward for any variance of starting area. Such request must be in writing.

11.4.4 All starts shall be of a mechanical device (rubber band, starting gate, etc.) with motorcycles in gear. If the mechanical device fails, the start will be at the discretion of the Referee. Hand on helmet starts will not be allowed under any circumstances. In the event of a rider jumping the starting device, he shall be penalized or disqualified at the discretion of the Referee. Penalties shall be made known at the riders' meeting.

A 2 minute warning of start will be given, followed by a 1 minute signal. The starter may stop the countdown if a need arises and restart count at 1 minute. At the end of the 1minute period, the gate or rubber band is pulled and the race is started. The starter should give a sign (moving the 1 minute sign up and down, circular motion, etc.) to the riders 15 seconds prior to the end of the 1-minute period so that riders may place machines in gear.

11.4.5 The timing of each Moto will be by an official time of the club and it will be known as Official Time and it is the only time that will be recognized in a protest. The timing of a Moto will be at the discretion of the Referee and the method of timing will be announced at the riders' meeting.

11.4.6 Motos can be shortened at the discretion of the Referee for safety. When the Motos must be shortened for other reasons, the riders shall be informed before the start of the shortened Moto.

11.4.7 Each contestant must make the start of each Moto and shall complete 50% of the laps completed by the winner of that Moto and take the checkered flag to be scored. Any rider failing to finish any one Moto shall not be eligible for scoring in the overall results. Any form of outside assistance on the course, except when the assistance is given in the interest of safety, is forbidden. The penalty is disqualification.

11.4.8 Scoring shall be by the Olympic System: 1st place, 1 point; 2nd place, 2 points; etc. The rider with the lowest number of points is the winner. Ties shall be broken by the placing in the last moto. In the event of motos being shortened due to safety reasons, ties shall be broken by the placing in the last moto regardless of the number of laps in the moto. Lap checking should be done by a minimum of 4 lap checkers.

11.4.9 The pay-off schedule, showing amounts for each finishing position, at semi-pro events, must be posted for the riders to see prior to the first moto.

**SECTION 11.5
DIRT TRACK SCRAMBLES**

11.5.1 Scrambles events consist of short track/TT, and rough scrambles. These events are separated for the determination of championship and advancement points.

11.5.2 ROUGH SCRAMBLES - A Rough Scrambles event is conducted on an unpaved course especially prepared for the event, and designed to test the skill of the rider and not just the speed of the motorcycle. The course shall be irregular and have both right and left hand turns and should necessitate gear changing. Jumps are permissible. Open traction shall be allowed. All events in this category must be advertised as a Rough Scrambles and state that open traction shall be allowed.

11.5.2.1 The course shall be a maximum of two (2) miles in length. The width of the course shall not be less than twenty feet (20') at any point. Escape routes must be provided at the end of any long or fast straightaway.

11.5.3 SHORT TRACK AND TT - Short Track and TT events are run on a specially prepared dirt or paved, flat or banked, oval track.

11.5.3.1 The length of the course shall not exceed one-half (1/2) mile in length as measured 18 inches from the pole.

11.5.3.2 Short Track events may be run on indoor tracks as well as outdoor tracks.

11.5.3.3 Open traction may be allowed if so advertised.

11.5.4 The program shall consist of heat races with the riders transferring to other events in the program. Semi-main and consolation events can be used for determining further transfers or awards. The winner of each class main event shall be awarded the 1st place trophy and points.

11.5.5 A rider must start his heat race to qualify for the main event and to receive points and awards.

11.5.6 Handicap events may be run, but no championship points will be awarded for handicap events.

11.5.7 Any Club/Promoter may run money races in each "A" rider engine class (excluding Minis) in addition to the standard points-paying program. When money races are being added to the program, an "A" Rider may not be charged more than a "B" or "C" to ride the points-paying portion of the program. Money races will

not count toward championship black plate standings, except semi-pro.

11.5.8 Semi-Pro payoff shall be at least 75% of the class entry fees including any extra fees charged to experts only. Payoff will be made in cash or by check which is redeemable by the promoter the day of the event. All Semi-Pro payoffs shall be awarded as money and not converted to any other medium such as savings bonds, stocks, gift certificates, etc. Semi-Pro Payoffs:

No. of Positions Paid	Payoff %	Finish Position
1	100	1
2	70	1
	30	2
3	50	1
	30	2
	20	3
4	45	1
	30	2
	15	3
	10	4
5	38	1
	22	2
	18	3
	12	4
	10	5
6	30	1
	20	2
	18	3
	15	4
	10	5
7	7	6
	29	1
	19	2
	14	3
	12	4
	10	5
	9	6
7	7	
8	27	1
	17	2
	12	3

	11	4
	10	5
	9	6
	8	7
	6	8
9	25	1
	17	2
	13	3
	12	4
	11	5
	7	6
	6	7
	5	8
	4	9
10	24	1
	16	2
	11	3
	10	4
	9	5
	8	6
	7	7
	6	8
	5	9
	4	10

11.5.9 DTX Rules

A. All motorcycles and minicycles must be approved by the AMA for DTX competition.

B. No modifications may be made to the main frame or swing arm.

C. Front and rear suspension may be modified to lower the bike.

D. The engine must remain externally stock and must be the engine supplied with the approved model. Stock carburetor and stock air box must be utilized (jetting permitted). Exhaust system may not emit a sound louder than 99dBA measured at 20" at half maximum rpm.

E. The cylinder and head must be the same as supplied by the manufacturers.

F. Front fender may be removed, but otherwise, body work, including seat pan (foam may be modified) must remain complete and unmodified except for paint. Handlebars, grips and levers may be changed.

G. Front brake may be retained for (TT) scrambles racing; must be removed or disengaged for dirt and ice racing.

H. Any standard production tire that is available through normal commercial channels will be accepted (Knobby tires, promoters option).

I. Rear stock wheel rims may be replaced. Entire front wheel assemblies may be changed.

J. Numbers must be as per the current amateur competition rulebook. All other rules will be as per the current amateur competition rulebook.

SECTION 11.6

DIRT TRACK SCRAMBLES - FORMULA 100

11.6.1 FORMULA 100: All machines entered shall be manufactured as a 125cc or less four stroke mini-cycle. Maximum wheel size shall be 19-inch front and 16-inch rear. Modified machines may use a maximum of 17-inch rear. **MODIFIED ENGINES MUST USE ORIGINAL CASES.** Frames must be manufactured as a mini-cycle frame or must meet the wheelbase requirements of class 1 in the schoolboy equipment category (max 52 inches for 1996). Engines must be normally aspirated and NO exotic fuels are allowed (high octane race gas may be used). Modified engines may be modified in any manner to achieve total displacement of class. (Rev. 21 Dec 2005)

11.6.2 CLASSES

A. STOCK (up to 100cc)

B. MODIFIED (0-125cc and/or 126-150cc)

11.6.2.1 STOCK Class: Stock machines must remain in showroom condition to qualify as stock, with the following exceptions: removal or modification of carburetor jets, handlebars, sprockets, tires (may use DOT tires for dirt track), chain, tubes, hand levers, shift levers, grips, suspension spring rates, removal of front fender (for dirt track), and spark plugs. Smaller wheels may be used to lower the machine to allow small riders to reach the ground. Larger wheels may not be used. Padding may be removed from stock seat; however, at least one (1) inch of padding must remain. **NO OTHER MODIFICATIONS ARE ALLOWED.**

11.6.3 RIDER CLASSIFICATIONS

11.6.3.1 Skill Classification: All riders will ride in their respective current skill classification, Youth riders must ride "Youth" and Amateur riders must ride "Amateur". Any points awarded would be applied to Youth or Amateur, advancement or championship.

11.6.3.2 Age Classification: Three age classes shall be used: Mini, Amateur, and Vet.

A. Mini: age 8 to sixteenth birthday, refer to section 17. (Rev. 13 Jan 2002)

B. Amateur: age 12 and up

C. Vet: age 30 and up

11.6.3.3 A rider may move to the Amateur class on their twelfth birthday, and the move is mandatory on their sixteenth birthday.

SECTION 11.7 VINTAGE RULES

11.7.0 PREFACE. The purpose of racing Vintage motorcycles is twofold. First to preserve obsolete racing motorcycles as close to the way in which they were used in competition, and second to actively compete on these motorcycles that were the backbone of motorcycle racing in the USA.

11.7.1 DIRT TRACK CLASSES

11.7.1.1 DINOSAUR: 1951 and earlier, 500cc OHV or 750cc sidevalve.

11.7.1.2 CLASSIC 250: 1967 and earlier and approved design machines up to 250cc.

The following machines are eligible:

Aermacchi (H D Sprint), all
BSA C15, B25, all
Bultaco round barrel, round case four and five speed (engine & frame serial # prefix 3 45, 63, 66, 67)
CZ twin port
Ducati
Eso
Greeves Challenger
Honda CB/CL72
Husqvarna "bolt together" pre 68 only (no Sportsman components)
Jawa twin port
Maico, with OEM iron barrel
Matchless G2
Montesa four speed (Serial # prefix 02 18, 23 25, 33, 53 small barrel)
Ossa four speed (no DMR chassis) (Serial #153000 155999, #250000 262999 and #280000 280999)
Parilla
Suzuki T20 X6 (no T250s)
Triumph Tiger 70, Cub, TR25W
Villiers powered machines (Greeves, Dot, James, Norman, etc.)
Yamaha twins up through TD1C

Two strokes are limited to 32mm carburetors on singles, 28mm twins, except that Ossas may run OEM 33mm IRZ carburetors.

11.7.1.3 CLASSIC 500/750: 1967 and earlier and approved design machines up to 500cc, including 750cc sidevalve bikes.

Eligible machines are:

Aermacchi 350 (H D Sprint), all
Ariel 500 singles or twins, VB 600 sidevalve single
AJS/Matchless four stroke singles, twins
BSA A7, A50, B31/32/33/34, Gold Star, B40, B44, M20, M21
Bultaco El Bandido, Montadero (Serial # prefix 17, 18, 50, 51, 61, 70 and 81)
CZ 360 twin port
Ducati 350, 450

Greeves 360 Challenger
Harley Davidson KR
Honda CL77, CB450 Black Bomber four speed (serial #CB4501000001 CB4502999999) utilizing torsion bar valve control system
Husqvarna 360 "bolt together" pre 68 only (no Sportsman components)
Maico 360 oval barrel
Montesa 360 Cappa four speed (Serial # prefix 36, 46 and 66)
Norton 500 singles, twins, 600 sidevalves
Royal Enfield singles, twins (including new production Enfield singles)
Triumph pre unit or unit twins
Velocette
Yamaha Big Bear Scrambler, Catalina

11.7.1.4 SPORTSMAN 250: 1974 and earlier machines up to 250cc, including like design models.

Eligible machines include:

AJS Stormer
Bultaco, all
Can Am, pre MX2
CZ single port
Greeves Griffon
Harley Davidson two strokes, including MX250
Honda CR250M, XL250
Husqvarna, pre reed valve, plus '74 Mag 250CR
Kawasaki A1R, Greenstreak 238, pre reed valve KX250 (Engine number K2E900001 K2E911400 only)
Maico square barrel and radial, up to GP
Montesa, all five-speed Ossa four speed w/DMR frame, all five speed
Suzuki T250, TM250, TS250 all
Yamaha DT singles (Engine # prefix DT1, 438 or 450), MX250 (#364), YZ250 (#431 or 483)
Yamaha air-cooled twins up through RD250 or TD3B

Yamaha singles with engine number prefixes 509, 1W3, 2K7 or later are prohibited.

11.7.1.5 SPORTSMAN 600: 1974 and earlier machines manufactured as 251 600cc, including like design models.

Eligible machines include:

AJS Stormer 370/410
Bultaco, all 350, 360, 370 five speed
CZ single port 360, 380
Greeves Griffon 380
Honda CB350, CB450, 500T
Kawasaki Bighorn 350, F12M, KX450, 1975 '76 KX400
Maico square barrel and radial, up to GP
Suzuki T350, TM400, TS400, T500
Yamaha RT singles (Engine # prefix RT1), DT360 (#446), MX360 (#365), YZ360 (#432 or 484), SC500 (#363)
Yamaha air cooled twins TR2, TR3, R5, RD350, TX500

Honda XL350s with center intake port head are prohibited.

Yamaha TT/XT/SR500s are prohibited.

Yamaha singles after serial #484 are prohibited.

11.7.1.6 SPORTSMAN 750: 1974 and earlier machines manufactured as 601 750cc, including like design models.

Eligible machines include:

BSA A65, A70
Harley Davidson Sportster based bikes, XR750 (iron barrel only)
Norton 750
Nourish/Weslake twins
Triumph 650, 750 twins, triples

Aftermarket swingarm frames are allowed, including Champion, Cheney, Redline, Rickman and Trackmaster.

1972 up alloy cylinder H D XR750s are prohibited.

Norton 850s are prohibited.

11.7.1.7 40 PLUS: class for riders age 40 and older on any Sportsman eligible machine.

11.7.1.8 50 PLUS: Riders age 50 or older on any Sportsman eligible machine.

11.7.1.9 LATE MODEL VINTAGE: Motorcycles manufactured for 1975 through 1978 model years. General specifications for rim width and suspension travel limits do not apply to this class. Aftermarket cantilever and monoshock chassis may be used in this class only.

11.7.2 TT CLASSES

11.7.2.1 DINOSAUR: 1951 and earlier, with no limitations on valve arrangement or displacement.

11.7.2.2 CLASSIC 250: 1967 and earlier and approved design machines up to 250cc. (For machine list, see 20.1.2).

11.7.2.3 CLASSIC OPEN: 1967 and earlier and approved design machines manufactured as 300cc and larger, with no limitations on valve arrangement. In addition to machines listed in 20.1.3, the following are eligible:

AJS/Matchless Typhoon singles, 600, 650, 750 twins
BSA A10, A65
Harley Davidson XL, XLR
Norton 600 OHV singles, or 650, 750 twins
Triumph pre unit or unit 650

11.7.2.4 SPORTSMAN 250: 1974 and earlier machines up to 250cc (see 20.1.4).

11.7.2.5 SPORTSMAN 600: 1974 and earlier machines manufactured as 251 600cc (see 20.1.5).

11.7.2.6 SPORTSMAN 750: 1974 and earlier machines manufactured as 601 750cc (see 20.1.6).

11.7.2.7 40 PLUS: Riders age 40 and older on any Sportsman

eligible machine.

11.7.2.8 50 PLUS: Riders age 50 and older on any Sportsman eligible machine.

11.7.2.9 LATE MODEL VINTAGE: Motorcycles manufactured for 1975 through 1978 model years. General specifications for rim width and suspension travel limits do not apply to this class. Aftermarket cantilever and monoshock chassis may be used in this class only.

11.7.3 RACE PROCEDURES

a) Riders may "bump up" from one period class to another, providing the machine meets all the rules of the newer period class (e.g., a Classic oval track machine may run in Sportsman after attaching brakes). Machines may not move up to a larger displacement class.

b) Shifting is allowed during any event in any class.

11.7.4 DIRT TRACK TECHNICAL INSPECTION & MODIFICATIONS

a) **TIRES:** Any machine may run Goodyear Eagle D/T II (27.0x7.0 19), Dunlop K180F 110/80 19 or K180 120/90 18 tires front and rear. Knobby tires are not permitted. A list of acceptable 18 inch modern dual sport type tires is available from the AHRMA office or any Dirt Track Rules & Eligibility Committee member. Sportsman 750 may use 27.5 X 7.5 X 19 rear tires.

b) **WHEELS:** Rim width must not exceed WM3 (2.15") for all classes.

c) **BRAKES:** Brakes are not permitted in Dinosaur or Classic classes. As an alternative to brake removal, an effective mechanical lockout may be used to disable rear brakes for these classes. Any disc brake caliper with up to two opposed pistons is acceptable for Sportsman. Brakeless and braked machines must never occupy the track at the same time, either in practice or during competition.

d) **CHASSIS:** Must be of the same period as the class in which the machine is entered. Dinosaur machines' chassis and engine must be made by the same manufacturer (i.e., OEM chassis or replacement type offered by the engine manufacturer). Frame modifications for Dinosaur class must be of period style. Weld on rear axle holders are permitted but bolt on adjustable height rear axle supports (i.e., Sonicweld type) are not. Swingarm frames are allowed in Classic classes only if they are production components for that make and year motorcycle and equipped with stock configuration swingarms. Any aftermarket-racing frame must be of rigid type (hardtail or strutted) to compete in Classic classes. Post 1967 Champion, Redline, Trackmaster, Ossa DMR, Bultaco Astro and similar type dirt track frames are not allowed in Classic classes even if fitted with struts.

Sportsman may use any chassis from the 1974 and earlier period.

No machine in any category may have more than 7 inches of front wheel travel and 4 inches of rear wheel travel, measured at the axle, regardless of original specification.

e) All of the following must be covered with rubber and conform with AMA and DISTRICT 36 competition rules: footpegs, stand mounting lugs, brake rods and anything else that might present a hazard.

f) Footpegs must be of the folding type able to pivot upwards and aft at a 45-degree angle.

g) FORKS: Machines must use OEM or pre 1975 aftermarket forks, with maximum 35mm diameter tubes. Ceriani, Red Wing, Betor or other non-period telescopic forks are not allowed on Dinosaur class machines. No adjustable front fork triple clamps are allowed in any class except for OEM adjustable steering stems on Can Am and certain period C&J frames. Non-adjustable, billet style triple clamps are allowed.

h) SHOCKS: No single shock chassis are permitted. Dual shock machines may use any shock absorber, providing the technology and design was commercially available in 1974 or was supplied as OEM on any AHRMA legal dirt track machine.

i) ENGINE: No major engine components may be changed or updated to later model parts (ie, cylinder, head, cases, etc.).

Machines in all classes may be built to the class limit, plus overbores (in TT racing only, Dinosaur and Classic Open must use the stock displacement, plus overbores). Overbore limits for all classes are as follows: +.080". Pre unit Triumph 500 twins may use 650cc crankshaft but must not exceed +.020" overbore.

Two strokes are limited to no more than two cylinders; multi cylinder four strokes are permitted. Use of compression releases is allowed on any two stroke machine. All two strokes must be equipped with an effective silencer. Throttles must be self-closing, and the machine must be equipped with a working, handlebar mounted electrical kill switch.

j) CARBURETORS: No flat slide or injection type carburetors are allowed. "Power jet" and "Pumper" type (accelerator pump equipped) carburetors are not permitted unless such mechanisms are disconnected or removed. Fuel injection is not permitted. Smoothbores with concentric float bowls are not permitted. Period carburetors are encouraged. Classic 250 two strokes are restricted to 32mm for singles, 28mm for twins except that Ossas may run OEM 33mm IRZ carburetors.

k) All modifications must be consistent with the spirit of the class; period modifications only.

l) Appearance and workmanship of a reasonable standard shall be enforced.

11.7.5 TT TECHNICAL INSPECTION & MODIFICATIONS

a) Dirt track rules 20.4 a, b and d n apply.

b) BRAKES: All TT machines must have a functional rear brake; front brakes are optional but highly recommended. Dinosaur bikes must use OEM drum brakes or single leading shoe/single trailing shoe type with a maximum brake diameter of 8.75 inches and a maximum shoe width of 1.75 inches. Classic and Sportsman machines may use pre 1975 drum or period disc brakes with

calipers utilizing up to two opposed pistons.

11.7.6 MOTORCYCLE CLASS BREAK UP All classes will be contingent upon four (4) riders to make a class. Consideration should be given to having riders grouped by rider skill class, than engine size (0-250, 251-600, 601-open). 0-250 should not race against 251 and larger if possible.

11.7.7 RIDER CLASSIFICATION: All riders will be classed according to section 4. Eligible 12 year olds will be restricted to 250cc maximum engine displacement.

11.7.8 VINTAGE MOTOCROSS, ENDURO, TRIALS, CROSS

COUNTRY, ETC.: All motorcycles 1983 and earlier which are air cooled and are equipped with drum brakes. If there are greater than 4 riders per class (8 or more) then the riders will be divided into dual shock and mono shock classes. (Rev. 26 Dec 2006)

11.7.9 PROTESTS; Riders protest and machine protests will be handled per section 9.

11.7.10 RIDER ADVANCEMENT; The point system for riders advancement will be in accordance with section 18.5 A

SECTION 11.8

SUPERMOTO

11.8.1 D36 Supermoto events will be run under the current AMA Supermoto rules.

SECTION 12

SPECIAL EVENTS

12.1 Any event type not identified by category under a District Steward may be approved for sanctioning provided it is approved by the Director of Competition after consulting the Steward or Stewards whose area of coverage most closely matches the proposed special event.

12.2 A current District Membership card shall be required at such events or a special one-day special event card shall be required, at the discretion of the Director of Competition. Currently, moto cross and family Enduro events only require one-day cards, and all other special events require full Membership. (Rev. 22 Mar 2004)

12.3 A valid and current AMA Card shall be required.

12.4 Deviations from or additions to District 36 rules must be approved by the Director of Competition and must appear on advertising/entry blanks.

12.5 Additional cards, Memberships, dues, etc. shall not be required as a condition of entry.

DISTRICT 36 CLUBS:

CROSS COUNTRY

2+2 Racing
Mel Bradley
1449 East F Street, Suite #101E PMB 324
Oakdale, CA 95361
209-848-1675
info@2plus2racing.com
www.2plus2racing.com

Bushwackers M/C
Dennie Conrad
217 Bent Tree Ct.
Roseville, CA 95747
916-408-3793
bushwackersmc@yahoo.com
www.bushwackersmc.com

Cross Country Promotions
Jeff Irwin
P.O. Box 2215
Loomis, CA 95650
916 837-7713
ccp-racing@sbcglobal.net

E Street MX
Scott Davis
1907 Nina Way
Yuba City CA 95993
530-870-3074
info@estreetmx.com
www.estreetmx.com

Earthscape Custom Dirt Works
Sharon Scott
7134 Pocket Road
Sacramento Ca 95831
916 421-7268
escdirtworks@sbcglobal.net

Ghostriders MC
Rick Araujo
3175 Matzley Ct
San Jose, CA 95124
408-265-2122
rickwheeler@earthlink.net
www.ghostridersmc.net

Honey Lake Motocross Park
Larry Wosick
448-450 Hwy 395
Milford, CA 96121
530 827-2639
www.honeylakemx.com
w ranch@psln.com

Los Altos Dirt Bikers

Steve Silvestri
PO Box 390370
Mountain View, CA 94039
650 576-4689
anrbooths111@yahoo.com

P & D Promotions, Inc.
Pete Francini
PO Box 10427
San Jose, CA 95157
408-249-4336
heartoncl@aol.com

Red Neck Roosters
Al Fitch
P.O. Box 5366
Concord, CA 94524
925-827-4828
teamfitch1@aol.com

Ridge Runners MC
Ron Cash
PO Box 5121
Santa Cruz, CA 95063
831-423-4843

Sonoma County Sport Cycle Association
Roy Salmon
1901 Geary Dr.
Santa Rosa, CA 95404
707-566-6958
roy-sfi@sbcglobal.net
www.outlawHS.Com

CROSS COUNTRY & ENDURO

Polka Dots MC
Bret Eckert
PO Box 2210
Fair Oaks, CA 95628
916 624-7407
arider@juno.com
www.polkadotsmc.com

Redding Dirt Riders
Steve Bates
P.O. Box 493067
Redding, CA 96003
530 472-1224
info@reddingdirriders.com
www.reddingdirriders.com

Salinas Ramblers MC
Charlotte Gomes
PO Box 541
Salinas, CA 93902
831-594-6136
fullthrottle@netpipe.com
www.salinasramblersmc.org

TimeKeepers MC
Terry Pederson
1547 Nuthatch Ln
Sunnyvale, CA 94087

408-739-5762
pedersontr@aol.com
www.timekeepersmc.com

Western States Racing Assn
Jeff Henning
PO Box 21175
Reno, NV 89515
775-843-1023
bj49erdvdc@aol.com
www.westernstatesracing.com

CROSS COUNTRY & MX

Dirt Diggers North MC
Ed Santin
PO Box 620 338
Orangevale, CA 95662
916-952-8336
info@hangtownmx.com
www.hangtownmx.com

DIRT TRACK

Lodi MC
Jeff Taylor
5801 E Morse Rd
Lodi, CA 95240
209-368-7182
www.lodicyclebowl.com

Santa Clara Riders Unlimited
Danny Dawdon
1570 Memorial Dr
Hollister, CA 95023
831-637-0924
campdog1979@sbcglobal.net

Stockton MC
Bob Kendall
1130 Autumn Ct.
Stockton, CA 95210
209-956-1505
kendallsme@sbcglobal.net
www.stocktonmotorcycleclub.com

ENDURO

Calif. Enduro Riders Assn
Kraig Traum
PO Box 7683
Fremont, CA 94539
925 260-0315
ceramoose@comcast.net
www.cera.org

Hayward MC
Jim Donahoe
19 Norwich Ct.
San Ramon CA 94583
925 829-0904
haywardmc@sbcglobal.net

Merced Dirt Riders, Inc
Mike Damaso
1119 East Linwood Ave
Turlock, CA 95380
209-634-4810
deadendd@juno.com
www.merceddirttriders.com

North Bay M/C
Brad Seder
PO Box G
Fulton, CA 95439
707 331-2035
northbaym/c@sbcglobal.net

Oakland M/C
Brian Jagger
742 45th Ave
Oakland, CA 94601
925-846-3509
brian@oaklandmc.org
www.oaklandmc.org

Richmond Ramblers M/C
Scott Rose
818 Dornan Drive
Richmond, CA 94801
925-595-4329
scott.rose@unitedanco.com
www.richmondramblersmc.org

Valley Climbers MC
Steve Freitas
1505 Roseberry Ct.
Dixon, CA 95620
707-678-1292
stevef@royalelect.com

SUPERMOTO

Super-Moto Productions, Inc.
Brian Schmeltz
21 Fredson Court
San Francisco, CA 94112
415-806-1404
schmeltz@pacbell.net
www.supermotoproductions.com

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