District 36
2026
Operations
Manual



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NOTICE:

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Contains Revisions Not In The Printed Manual
Dated Revisions:

Rule	Date
5.3	11/18/2026

DISTRICT 36 MOTORCYCLE SPORTS COMMITTEE, INC.

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MISSION STATEMENT

DISTRICT 36 IS A VOLUNTEER BASED NON-PROFIT ORGANIZATION OF MOTORCYCLISTS AND LIKE MINDED ENTHUSIASTS WHO ORGANIZE AND ENHANCE RESPONSIBLE FAMILY RECREATION AND EXERCISE ENVIRONMENTAL CONSERVATION FOR THE PURPOSE OF PROMOTING TODAY'S ACTIVITIES AND PROTECTING OUR SPORT FOR THE FUTURE

District 36 Motorcycle Sports Committee, Inc.
An AMA Recognized and Chartered District Organization

AMA-District 36 and the American Motorcyclist Association (AMA) prohibits discrimination in all of its programs and activities (including all AMA-sanctioned events) on the basis of race, color, national origin, creed, religion, sex, age, disability, veteran status, marital status, familial status, parental status, sexual orientation, or any other category protected by applicable state or federal law.

2026 DISTRICT 36 MOTORCYCLE SPORTS COMMITTEE OPERATIONS MANUAL

(1 December 2025)

A Supplement to AMA Rules for Amateur Competition

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http://results.ama-d36.org/2025/

2026 BOARD OF DIRECTORS:

Tim Adkinson	Bill Goodno
Ted Cabral	Ryan Gouldthread
John Davis	Katie Pond
Al Fitch	Brad Rosbach
Mike Fowler	

OFFICERS:

- President: Kolby Butcher
- Vice President: Tim Adkinson
- Treasurer: Matt Patterson
- Secretary: Samantha Hartley
- LAO Director: Ted Cabral

COMPETITION STEWARDS:

- Director of Comp. Brian Garrahan
- Sanctioning: Brian Garrahan
- Cross Country: Chad Barnard
- Grand Prix: Dave Byrkit
- Youth CC: Jeff Smith
- Dirt Track: Mike Fowler
- Motoclimb Paul Wolfson
- Armature Motoclimb Ryan Byrkit
- Enduro: Tim Adkinson
- Youth Enduro: Tim Adkinson
- Women: Selena Young-Padilla
- Dual Sport Tim Adkinson

DISTRICT 36 LEGISLATIVE ACTION OFFICE

While the primary function of D36 is to be a sanctioning body under the jurisdiction of AMA, it is also heavily engaged in protecting the right to ride. This includes protecting our rights while recreating responsibly on all public lands. In 1988, D36 created the Legislative Action Office (LAO) to combat unfairness to our members, our clubs, and motorcycling in general caused by those that wish to do motorized recreation harm. The D36 LAO is active in our State regulatory environment; AMA Government Relations Department; partners with other OHV organizations on both State and Federal levels; and works closely with the State Off-Highway Motor Vehicle Recreation Division as a collaborative partner for the future of motorcycle sport for our District and the member families it represents. Additionally, the D36 LAO provides continued legislative education about our sport, and OHV in general; and believes that consistent vigilant interface & communication with our elected officials is paramount to protect our program, represent you and your family, and ensure the sport of motorcycling continues long into the future.

The D36 LAO program is supported by membership/rider fees, and also relies on additional donations from all interested parties. One half of your annual membership fee goes to support the LAO Program. A Rider Fee is charged at each event which goes directly to the LAO program account. This Rider Fee is currently $3 per rider at each District 36 Competition event, with the exception of Motocross & Dirt Track Events where the Clubs/Promoters pay $75 per event, up to a maximum of $975 per year. If you would like to learn more about how you can participate in the Legislative process, please contact:

Ted Cabral
District 36 Legislative Action Office
Phone 707-246-8289 E-Mail: d36lao@gmail.com

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 meets. (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 meets 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.

Any club or promoter knowingly violating rules and/or procedures in this District 36 Operations Manual are subject to a penalty of up to $500.00.

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, mini cycles are not allowed.
EVENT: Any of the contests / riding activities 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 98cc.
PADDOCK: Any area the hosting organization is using for the event/meet. To include camping areas, parking areas, all access roads and all other areas not included in the course or track.
PROCEDURE: The way in which something will be carried out.
RIDER: Any person who has completed an entry and competes / participates in a meet.
RULE: The specifics in how a procedure will be carried out.
SEMI-PRO RIDER: Rider; any sportsman "A" entered in a Semi-Pro event. (Rev Jan 18 2012)
SEMI-PRO EVENT: Any sportsman "A" event where purse money is paid in lieu of trophies. (Rev Jan 18 2012)
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. 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. Active Members scheduled to promote a Cross Country Championship meet will pay an additional $100 ($150 total) that goes towards the Series promotion. Membership fees paid after the Sanction meeting will be $50 more. Also, a $150 deposit check will be collected at the Sanctioning meeting. This deposit, at the club/promoter's request, will be refunded or "rolled over" to the following year after the meet, provided all card and appropriate meet fees are paid on time. In the case of multi-meets clubs, only one $150 deposit is required. It will be refunded or rolled over after all meets are held for the year.

   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**.** Each delegate is entitled to represent only one Active Member for voting purposes**.** (Rev. 1 Dec 2019)

2. Participating Members. Individuals become members in this category upon receiving a District 36 Membership Card. True legal last name will be used on all applications. Use of aliases prohibited. (Rev. 21 Feb 2024)

1.2.1 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". Online meetings, shall attend at least four (4) meetings per calendar year, one of which shall be in person at the "Annual Meeting". Additional participation in other events may also be mandatory. (Rev 1 Dec 2023)

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 7:00 p.m. An annual Sanctioning Meeting (the "Annual Meeting") in September shall be held for the purpose of awarding sanction dates for the upcoming year. Attendance at this meeting is mandatory for all District 36 Chartered Clubs and /or Promoters wanting sanctions for the upcoming year. (Rev 1 Dec 2023)

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 annual District 36 sanctioning meeting each year. (Rev 18 Dec 2013)

1.4.1 The Board of Directors shall elect the following officers each year or when vacancies occur: President, Vice President, Secretary, Treasurer. The Board of Directors shall also elect the following each year or when vacancies occur: Legislative Action Officer, Director of Competition, Competition Stewards, Dual Sport Steward, Competition Committeemen, and Sanction Steward. These elected officers as well as the Director of Competition, Competition Stewards, Dual Sport Steward, Sanction Steward, and Competition Committeemen are responsible to the Board of Directors and are subject to disciplinary action or dismissal.

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 Disciplines (or others as may be deemed necessary): (1) Cross Country, (2) Youth Cross Country, (3) Enduro, (4) Youth/Family Enduro, (5) Dirt Track, (6) Motocross and Mini Bikes will be controlled by the proper Discipline Stewards that do not have a Youth Steward. It shall be the duty of the Stewards to maintain current point standings, classify riders, and see that meets in their Discipline are properly covered by Competition Committeemen. A Special Discipline rule takes precedence over a General rule. (Rev Jan 2015)

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

- To conduct oneself at all times in a manner which will gain the respect of riders and race officials alike.
- To assist the Director and the Stewards.
- To attend the events and provide guidance to the referee.
- To be thoroughly familiar with the rule book and carry a copy with them.
- To act as a field representative for the riders.
- To act as a mediator between riders and race officials.
- To assist riders as to proper procedures of filing a protest, and when and where it will be heard.
- To make oneself available to promoting clubs and riders, to give advice and assistance.
- To keep abreast of developments concerning District policies.
- To notify the Competition Committee of any problems that cannot be settled in the field.
- 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 meets. 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. 1 Dec 2018)

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 meet Referee and to the meet Steward regardless of their assigned discipline (CC, enduro, DT, ect..).
Committee members shall be admitted free to meet grounds (only for the card holding committeemen and card must be presented, additional non committeeman passengers subject to extra gate fees and/or vehicles not included). There will not be a charge for Committee Members or Stewards to camp overnight at a D36 meet (only for the card holding committeemen or steward, extra vehicles not included).
Committee members shall pay 50% of the post entry fee to participate in one competition event in their assigned discipline at any D36 meet. **Exception: Committee members entering a class in a competition event that pays any type of cash purse or prize will pay full entry price**.
Committeemen riding more than one competition event in the same meet will pay full cost of the posted post entry fee for each subsequent competition event.
Meet Discipline Stewards (Cross Country, Youth Cross Country, Dirt Track, Enduro, and Youth Enduro) will not pay to participate in one competition event at any D36 meet. **Exception: Meet Discipline Stewards entering a class in a competition event that pays any type of cash purse or prize will pay full entry price**.
Meet Discipline Stewards riding more than one competition event in the same meet will pay full cost of the posted post entry fee for each subsequent competition event.
If a committee member works their day of the event in their assigned discipline, youth or adult, they may give their discounted entry to their spouse or minor child. It must be approved by their steward or group leader.
Clubs and Promoters do not pay LAO Fees for Committeemen and/or Stewards in any event entered. (Rev Jan 2026)

1.4.6 The authority of the officers of the District is District wide and is not restricted by type of meet 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.

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)

1.4.9 District 36 Emeritus status is honorary in nature. It is granted by the District Board of Directors to acknowledge the service, expertise and dedication to AMA District 36. Assignment of Emeritus status can be revoked at any time by the District Board of Directors. The Emeritus position carries no District 36 official duties or authority, implied or otherwise. Emeritus card holders may not give direction or make decisions on behalf of District 36. An Emeritus card holder may, if asked, provide knowledge or help at D36 Series meets. Emeritus card holders are entitled free admission to D36 Series meet grounds, but not discounted race entry fees. It is the card holder's responsibility to keep the information on their card current. (Rev. April 2013)

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 Charter 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. (Rev Jan 2016)

1.5.0 All Clubs / Promoters and/or individuals producing and promoting any type of meet(s) that are to be a part of a District 36 series or non-series special event must sanction the meets(s) with the American Motorcyclist Association (AMA) and be prepared to show proof of a valid sanction and insurance as soon as club/promoter secures same before, during or after the meet is held. Exception: Any event that is not normally sanctioned by the AMA or special events produced or approved by the District 36 Board of Directors may be exempt from this requirement. (Rev Dec 2017)

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

1.5.2 Granted sanctioned meet 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.

1.5.2.1 District 36 has the right to assess the validity of a club/promoter's land use permit(s) and/or agreements, restrictions, and guidelines for any meet that is run under the District 36 umbrella. if any club or promoter is found not in compliance with their land use agreements, or the intent, or spirit of those agreements, the District may impose monetary or other penalties up to and including decertifying the meet as a District meet and/or Championship meet. (Rev 1 Dec 2018)

1.5.3 Prior to dates being granted for meets, 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 dates will be granted without proof, if required by the Sanction Steward, of the availability of specific locations for those sanctions. (Rev Jan 2016)

1.5.4 If in the normal course of the sanctioning process, Clubs and Promoters cannot agree on sanctioning dates, the following facts are used to determine which Club or Promoter will receive priority consideration in the selection of that date:

1. Meet with a significant and meaningful history (memorials, fund raisers, etc.) with a specific calendar date(s) over a substantial period of time. Dirt Track, Motocross and Supermoto Clubs and Promoters are limited to a maximum of Four (4) significant dates per discipline. Cross Country and Enduro Clubs and Promoters are limited to a maximum of Two (2) significant dates per discipline.

2. Club/Promoters contribution to new facilities, tracks, meets and series, and their 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 meet calendar year. (Must be in attendance for the Referee and Competition Meeting. BOD meeting attendance is not required but is encouraged).

4. Club/Promoters involvement in District 36. Benefit functions over the past event calendar year.

5. If a conflict still exists, the Sanction Steward will allow the clubs involved 10 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.

6. A Club or Promoter may not sanction a date, and then not hold a race, to block another Club or Promoter from said date. Doing so will result in a minimum $250 fine. Decision is not appealable. (Rev. 16 Mar 2011)

7. Dual Sport events will not be sanctioned on the same date as Enduro dates unless agreed upon by both parties. (Rev. June 2016)

1.5.5 District 36 disallows any Cross Country dual series meets beginning in 2018 unless they include the District 36 class structure. (Rev 1 Jan 18)

1.5.6 Cross Country
A maximum of 15 Cross Country Championship meets for the season with no more than 2 back to back meets under normal circumstances. In no circumstance will 4 or more meets be allowed back to back. Selection criteria based on rule 1.5.4. (Rev Dec 2022)

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. Requests for procedural rule changes shall be submitted to a member of the current Board of Directors. The rule proposal will be reviewed and voted upon by the Board of Directors. Individual discipline supplemental rules shall be approved by the Board of Directors. (Rev. Dec 2023)

1.6.1 Rules Committee meetings may be held in June and October and/or other times as deemed necessary by the Rules Committee Chairman. The Rules Committee may consist of Stewards, D36 officials and concerned D-36 Members. Rule change submissions are submitted to the appropriate Steward; or Rules Chairman if not specific to a discipline. If submitted to the Steward, he/she shall then submit the rule change to the Rules Chairman and the Director of Competition with his/her recommendation. Prior to a final vote by the Active Members taking place, all proposed rule changes are to be published in either the D-36 meeting minutes or posted on a separate page on the D36 website a minimum of 2 weeks prior to the next scheduled meeting. The Rules Committee may review all submitted rules and make a pass or don't pass recommendation to the Active Members. A rule change passes if approved by a

majority of the voting members of the Active Members in attendance at the next scheduled meeting. If a rule change passes it will become effective the next race season. (Rev 1 Dec 2023)

1.6.1.1 An Emergency Rule Change/Proposal will be defined as a rule or rule change that is needed immediately for legal or safety reasons. An Emergency rule change/addition proposal will be submitted to the Rules Chairman and Director of Competition. If a rule proposal is deemed an emergency rule by the Rules Chairman and/or Director of Competition it will be presented to and decided on by a vote of the District 36 Board of Directors as soon as reasonably possible under the authority of the District 36 Operations Manual; Introduction; paragraph 2. An emergency rule, if passed, will become effective immediately. (Rev Jan 2015)

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.
6. The deadline for submitting rule changes/proposals for the following year's Operation Manual is September 15th of the current year. During the current year, at any time, a rule change/proposal that is deemed an "Emergency" rule proposal by the Rules Chairman or Director of Competition will be submitted to and voted on by the District 36 Board of Directors as soon as reasonably possible and if passed will take effect immediately. (Rev Dec 2023)

1.6.3 Specific Rule Proposal Requirements that must be met to have the proposal heard by the Active Members 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 back to the Rules Chairman for action. The Rules Chairman is responsible for making a determination for action, but, this determination can be appealed to the Active Members at a regularly scheduled D36 meeting. Rule Proposals that have already been reviewed and passed by the Rules Committee will be considered to have passed all of the above requirements and will be presented to the Active Members for vote. Rule Proposals that are presented to the Active Members at a regularly scheduled D36 meeting will have a discussion limit of eight (8) minutes per rule. (Rev. 1 Dec 2018)

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. Example: Membership Cards purchased during July will expire the following June 30th. Riders not renewing their memberships within twelve (12) months may lose their previous membership number. (Rev Jan 2015)

2.4 All entrants in District 36 competition events must have a current District 36 Membership Card and a current AMA Membership card. Exception: Riders from other recognized AMA Districts and holding a valid Membership card from that District, in the Discipline entered may not be required to buy a District 36 Membership Card. In any case a D36 card is required to accumulate points towards year end awards and/or advancement (see rule 7.3.8). 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 twenty-five dollars ($25) per instance, for allowing a rider without a current Membership Card (or receipt) in his possession to participate in a sanctioned competition meet. (Rev. 1 Dec 2019)

2.5 Membership Fees: $40 per year; $400 life and; $80 family (Family is defined as husband, wife and children under the age of 18 years, residing at the same address.) Memberships purchased online may have additional fees. Card replacement fees are $5. A one Meet/Event D36 guest pass is $15. (Rev: Dec 2021)

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

2.7 With a one Meet/Event guest pass, a rider may compete/participate in a District 36 meet/event and will be eligible for advancement points if applicable; but will not be eligible for “Championship Series” points. If a rider would like “Championship Series” points, and wants them added to any current series events previously competed in; they will be required to purchase an annual membership, and pay an additional $25 fee, payable to the appropriate scoring administrator if additional data modifications for scoring are required.

2.8 Number changes for a single digit D36 number are $50 and available to ‘A’ amateur riders only. Number changes for a double digit D36 number are $25 and available to ‘A’ and ‘B’ amateur riders only. Triple digit D36 number changes are available for $10 to all district riders. Any numbers/letter changes requested mid-

series, requires steward approval, and will require an additional $25 fee, payable to the appropriate scoring administrator, if the change requires data modifications for scoring purposes.

2.9 D36 Chartered Clubs may administer single, double, or triple digit numbers/letter within their assigned blocks, as necessary for their members. D36 Chartered Clubs will pay a $10 fee to the appropriate scoring administrator for mid-series changes that require data modifications in scoring for new club members only. Current club member number changes will require a $25 fee, payable to the appropriate scoring administrator, if the change requires data modifications for scoring purposes.

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

2.11 Any rider entering an event and paying the required fee by check, and funds are not available, must make the check good. As of the day the check is written all membership privileges are suspended until all fees are paid. (Rev. 18 Nov 2009)

2.12 Any rider paying for their District 36 membership by check and the check is returned by the bank, the rider must make the check good along with a $25.00 returned check fee. As of the day the check is written, all membership privileges are suspended until all fees are paid. (Rev. 18 Nov 2009)

2.13 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
No Sportsman "A" ranked rider shall race in any youth classes and/or races

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 riders 12th birthday and is mandatory at the rider's 16th birthday. The rider's age will stipulate the class they will compete in as they progress per AMA Rule Book 3.3 paragraph **G**. Scoring must reflect the age group the rider is currently competing in. (Rev Jan 2016)

C. The minimum age for riding stock 100cc machines will be 7 years of age. (Rev. 18 Dec 2013)

3.1.2 Points. Trophy distribution will be awarded as outlined in rule 7.2.1 of this rulebook. Youth Championship points will be awarded as outlined in 7.4 of this rulebook, without designation of an A, B or C classification. (Rev: Dec 2021)

3.1.2.2 Removed effective 12/1/2021

3.1.3 Youth Engine Classes & Age Groups:
(note - DTX is now called Production per AMA)

A. **Pee-Wee Classes -**

Class 1	4-6 YEARS OLD Production
PRODUCTION	0cc-51cc, 2 & 4 Stroke
PEE-WEE Jr.	Single Speed Automatic; Max Wheelbase 36"; Max Wheel Size 10"; Max Seat Height 24"
Class 2	7-8 YEARS OLD
PRODUCTION	0cc-51cc, 2 & 4 Stroke
PEE-WEE Sr.	Single Speed Automatic; Max Wheelbase 41"; Max Wheel Size 12"; Retrofitted 12" wheels are permitted. OEM parts must be used.
Class 3	4-8 YEARS OLD
PRODUCTION	0cc-51cc, 2 Stroke Only; 2 Stroke Oil Injected.
PEE-WEE	Single Speed Automatic; Max Wheelbase 36"; Max Wheel Size 10"; Max Seat Height 22"
Class 4	4-8 YEARS OLD
PRODUCTION	0cc-51cc, 2 & 4 Stroke
PEE-WEE	Single or Multi-Speed Automatic; Max Wheelbase: 38"; Max Wheel Size: 10"; Max Seat Height: 22"

Note: Seat Height is measured at the lowest part of the seat.

B. Mini Classes –

65 cc	7-11 YEARS OLD 52cc-65cc 2-stroke and 52cc-90cc 4-stroke; Min. Wheel Size: 10"; Max. Wheel Size: 14"; Max. (Adjusted length) Wheelbase: 47"
65 cc	7-11 YEARS OLD
PRODUCTION	52cc-65cc 2-stroke and 52cc-90cc 4 Stroke; Min. Wheel Size: 10"; Max. Wheel Size: 14"; Max. (Adjusted length) Wheelbase: 47"
85 cc	7-15 YEARS OLD 66-85cc 2 Stroke and 75-125cc 4 Stroke Max. Front Wheel Size: 17"; Min. Rear Wheel: 12"; Max. Rear Wheel: 17"; Max. Wheelbase 51"
85 cc	7-15 YEARS OLD

PRODUCTION 66-85cc 2 Stroke and 75-125cc 4Stroke
Max. Front Wheel Size: 17"; Min. Rear Wheel: 12"; Max. Rear Wheel: 17"; Max. Wheelbase 51"

It is strongly recommended that promoters run District events before exhibition events.

C. 100cc Youth Stock and Modified Heads Up -
Mini-cycles (stock and modified): 85.1 to 100.0cc. F100 may be modified except for displacement. Four stroke mini-cycles 72cc to 125cc may also be used. (Rev Dec 2021)

3.1.4 Equipment:
3.1.4.1 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.

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

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

3.1.4.4 Minis must have three number plates with correct numbers, letter and colors as outlined in Section 6. Plates may be made smaller to fit the machine, but numbers and letters must be legal size. (Rev: Dec 2021)

3.1.4.5 All 65cc and 85cc bikes must have Class C traction tires. (Rev: Dec 2021)

3.1.5 Stock Classes:
3.1.5.1 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.

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

3.1.6 Starts:
3.1.6.1 The starting line must provide a minimum of 1 meter per machine.

3.1.6.2 Removed effective 12/1/2021

3.1.7 Protective Equipment. All riders must wear protective clothing. Nylon and/or nylon-leather riding pants are permissible providing they are DOT approved. On tracks one half mile and larger abrasion resistant outer gear is required. Abrasion resistant equals leather, Cordura, air mesh or stretch Kevlar. Helmets, goggles or face shield, ankle high (minimum) lace-up or buckle boots. ALL EQUIPMENT MUST FIT. (Rev 2 Jan 2018)

3.1.8 Qualifying Machines:
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)
2. The same machine may not be qualified in different engine classes, or by more than one rider.
3. The same machine may not be qualified in the mini program and the Amateur program.
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 YOUTH 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 PEE-WEE	4-8 YEARS OLD 10" OR UNDER REAR RIM SIZE (4 strokes may be modified to 100cc)
50cc C (4-6) Beginner PEE-WEE	4-6 YEARS OLD 4 stroke 50cc and PW 50cc shaft driven class Stock, non-modified 4 stroke 50cc and stock non-modified PW 50cc motorcycles only (Electric non-chain driven motorcycles only, 10" max front and rear rim size.)
50cc & Electric C (4-6) PEE WEE	4-6 YEARS OLD 10" OR UNDER REAR RIM SIZE (4 strokes may be modified to 100cc)
50cc & Electric C (7-8) PEE WEE	7-8 YEARS OLD 10" OR UNDER REAR RIM SIZE (4 strokes may be modified to 100cc)
65cc B & C	52cc TO 65cc, (7-11 YEARS AND UNDER) 12" OR UNDER REAR RIM SIZE
C – Clutchless (7-11)	70cc to 110cc, 4 Stroke 12" MAX REAR RIM SIZE
B – Clutchless (7-11)	70cc to 110cc, 4 Stroke 12" MAX REAR RIM SIZE
85cc B & C (7-11)	66cc TO 85cc Max Rear Wheel 16" / Max Frt Wheel 17"
Big Wheel A, B & C (12-15)	79cc-112cc 2 STROKES 75cc-150cc 4 STROKES Max Rear Wheel 16" / Max Frt Wheel 19"
4 STROKE B & C (7-11)	AIR COOLED 4-STROKES 70-125cc (7-11 YEARS

4 STROKE A, B & C (12-15)	AIR COOLED 4-STROKES 70-150cc (12-15 YEARS)
Girls' Junior	Ages 7-11 Maximum wheelbase 51 inches. Maximum front wheel size 17 inches.
B & C	Minimum rear wheel size 12 inches. Maximum rear wheel size 16 inches. Engine Size: 59cc – 85cc 2 Stroke / 70cc – 110cc 4 Stroke
Girls Senior	Ages 12-15 Maximum wheelbase 52 inches. Maximum front wheel size 19 inches.
A, B & C	Maximum rear wheel size 16 inches. Engine Size: 79cc – 112cc 2 Stroke / 75cc – 150cc 4 stroke (Rev Jan 2016)
AA OPEN	ALL DISPLACMENTS UP TO 112cc 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. (Rev. Dec 2025)

3.2.2 Classifications and Number Plates
All racers must have correct District 36 number plates on all 3 sides at each race with proper color backgrounds, correct numbers and letter. Only exception is if the meet is an AMA Regional/D36 race. In that case, racers may ride with their regional number versus their district number.
Minimum penalty for infraction: Rider will be docked 1 lap.
Example of correct number plate colors see photo back page.
(Added 1 Dec 2017)

Youth Girls
"A" Riders will have Light Blue plates with Black numbers and letter. "B" Riders will have Blue plates with Yellow numbers and letter. "C" Riders will have Blue plates with White numbers and letter. (Rev Jan 2016)

AA-EXPERT/EXPERT YOUTH
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.

3.2.3 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

3.2.4 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' abilities 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 cannot 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.

3.2.5 AA RULE
To achieve AA ranking as a youth rider, the youth rider shall have placed in the top three (3) in the A-Bigwheel class in a minimum of five (5) Cross Country Youth races.
When the rider achieves five (5) top three (3) finishes in the A-Bigwheel class, the rider will have the option to advance to youth AA class, however the rider will automatically be advanced to youth AA class at the end of the season if criteria is met. Rev. Dec 2022)

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 front line of the A/B Race without time correction.

3.2.6 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.

3.2.7 Youth Worker Points: Youth Cross Country riders working a meet will receive Championship work points following the sportsman work point rule, 7.6.3. Each rider can only get work points for one meet each calendar year regardless of the spring and fall series. The youth rider receiving points shall be mature enough to work a meet and they must actually contribute reasonable work to be eligible to receive work points. (Rev: 12-17-2014)

3.2.8 Trophy and Award Schedule

A. 50cc A, B, C 1st, 2nd, 3rd place trophies/plaques.
Participation/ plaques for all other participants.

B. All other youth classes receive one (1) trophy for the class and one (1) for each five (5) riders, or major portion thereof in that class, but not to exceed ten (10) trophies per class. (Rev. Dec 2025)

3.2.9 Year End Awards

A. To qualify for yearend 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.

3.2.10 Race Guide Lines

Race	Class	Distance	Time
	START ROW		
Race 1:	**C 50 Race**	**under ¾ mile**	**20 min.**
	Row 1 = C 50 (7-8)		
	Row 2 = C 50 (4-6)		
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 = AA		
	Row 2 = A 85, A Girls		
	Row 3 = B 85 (12-15), B 4-Stroke (12-15)		
	Row 4 = B Girls		
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 = C65		
	Row 8 = Clutch less		
Race 5:	**Beginner Women**	**4-5 miles**	**1 hr**
	Row 1 = Vintage (pre--1983 bikes)		
	Row 2 = Diva Pro		
	Row 3 = Diva Plus		
	Row 4 = Beginner Women		
	Row 5 = Diva		

Distances and times are given in a range, so clubs will have some flexibility (Rev Dec 2020)

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

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

3.2.13. No rider will be allowed to ride any district 36 youth race when wearing any type of cast
The Steward may require a known injured rider to provide a doctor's release before resuming racing.

3.2.14 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)

3.3 YOUTH ENDURO - Youth Enduro will follow the standard enduro rules except as outlined in section 11.2.13. (Rev Dec 2025)

3.3.1 Youth Enduro Classes that qualify for year-end Championship Awards.
(must compete in 51% of series meets) (Added: Dec 2025)

Boys 5-6	Beginner Women
Boys 7-9	Diva, Diva Plus, Diva Pro
Girls 10-12	Super Senior "C"
Girls 13-15	C Masters
Boys 10-12	Pioneer
Boys 13-15	

SECTION 4
AMATEUR CLASSIFICATION

4.1 Rider Classification

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

"A"--the highest classification;

"B"--the classification preceding "A";

"C"--the classification preceding "B";

"AA" – the highest Enduro and Cross-Country classification (Rev 1 Dec 2018)

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. Veteran, Senior, Super-Senior, Women, and all other non-displacement classes will be allowed to ride bikes which have been over-bored and/or over stroked. 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 meet categories have established engine classes which must be run if advertised and if five (5) or more riders can qualify for that class

4.2.3 Cross Country:

A
96-250cc
251cc-Open
B
96-200cc
201-250cc
251cc-Open
C
96-200cc
201-250cc 2 Stroke
201-250cc 4 Stroke
251cc-Open
(Rev Dec 2020)

4.2.4 Enduro:

"A" Classification
96-250cc
251cc-Open
"B & C" Classifications
85-200cc
201-250cc
251cc-Open
Electric Motorcycles are defined in the AMA Off-road equipment Section 2.2; riders may enter in the Sportsman "Open" class and the age defined classes (AMA 2.3.H). Electric motorcycles are permitted to race in the same race as gas engine motorcycles, however they cannot be combined in a class with combustion engines. Electric motorcycles must be in a separate electric motorcycle only class, for example you can create an 'Electric Open' or 'Sportsman Electric' class if you wish. (rev. Dec 2025

4.2.5 Motocross Sportsman Event:
0-125 cc
126-250 cc
251-Open cc

4.2.6 Short Track & TT:
86-125 cc
126-200 cc
201-250 cc
250 cc Modified
250 cc DTX
251-500 cc DTX
251-450 cc
450 cc Modified
Open (Minimum 251cc
Hooligan 649 cc and up:

Notes: Production Rules are in Section 11.5.8
Hooligan Rules are in Section 11.5.9
It is strongly recommended that promoters run District events before exhibition events. (Rev 3 Jan 2018)

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 Jr. Sportsmen, Veteran, Senior, Super Senior, Master or Pioneer Class. (Rev. 21 Dec 2011)

4.3.1 Junior Sportsmen is any C Sportsmen rider with zero advancement points between the ages of 12 and 17. Engine size between 98-250cc. This class is exhibition only. (No points) (Rev 1 Dec 2023)

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

4.3.3 **A** "Veteran Plus" is any C Cross Country rider who has reached the age of thirty-five (35). (Rev-15 Oct 2008)

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

4.3.5 A "Senior Plus" is any C Cross Country rider who has reached the age of forty-five (45). (Rev 15 Oct 2008)

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

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

4.3.8 A Pioneer is classified as any rider that has reached the age of seventy (70). For Cross Country the Pioneer class riders will not be separated by "A, B or C" and will race as one class. For Enduro The Pioneer class will ride on the respective rows that they are classified in (A, B, C). (Rev 1 Dec 2018)

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

4.3.10 Veteran, Senior, Super Senior, Master, Pioneer, Vintage Exhibition and Vintage Blue-Plate riders are subject to all applicable rules as defined in this rulebook. (Rev 21 Dec 2011)

WOMEN
4.4 Woman shall race as per the Sportsman Rules and Regulations. B Veteran Women & C Veteran Women are women 35 years or older. (Rev. Dec 2025)

4.4.1 The C Women's class at any Sanctioned District 36 Enduro shall be scored for the same total mileage as the majority of the C Sportsmen classes. (Rev 1 Dec 2023)

4.4.2 Diva Women's Class Definitions / Requirements:
Diva: 25 years and older who have never previously raced in a C sportsman classification or above in an event in any discipline.
Diva Plus: 25 years and older who have previously raced in a C sportsman classification only, in an event in any discipline.
Diva Pro: 25 years and older who have previously raced in a B rider classification or above in an event in any discipline.
(Added Dec 2020)

4.4.3 Beginner Women's Class Definition / Requirements:
C Women riders with zero advancement points between the ages of 12 and 24 years of age. Engine size between 98-250cc ages 12-13 and Engine size 98-Open cc ages 14-24, minimum rear wheel size 16". This class is exhibition only. (No championship or advancement points). (Rev 1 Dec 2023)

4.4.4 Diva, Diva Plus, Diva Pro qualify for end of year trophies, however, are non-advancement point earning classes.
(Added Dec 2020)

VINTAGE
4.5 Vintage Exhibition and Vintage Blue-Plate classes shall conform to Sportsman Classification Rule 4.2 & 4.2.1. (Rev 17 Dec 2008)

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 **CONDUCT UNBECOMING**

1. Prohibited conduct. Physical violence, including fighting or assault, threatening behavior, harassment, and other conduct that creates a substantial risk to another person's safety constitute Conduct Unbecoming. Threatening behavior includes words or actions that would cause a reasonable person to fear physical harm. This rule applies to everyone at a District 36 meet, including riders, pit crew, guests, spectators, volunteers, and officials. It applies throughout the areas under the organizer's control, including the course, staging areas, pits, parking, and camping areas.

2. Required notice. The host club or promoter shall post a Right to Refuse Service sign citing this rule at the event entrance and at rider sign-up.

3. Immediate action at a meet. A District 36 official, the Referee, or the host club's or promoter's designated representative may deny admission, revoke event access, or direct a person to leave for the remainder of the meet when specific facts reasonably indicate that the person has engaged in Conduct Unbecoming or poses a substantial safety risk at that meet. The decision and its factual basis shall be documented and reported promptly to the Referee and event Steward. Only the Referee may disqualify a rider from competition under Section 8.7.

4. District-wide ban. The District 36 Board of Directors may bar a person from attending or participating in future District 36 meets for a specified period. Only the Board may impose a lifetime ban. A lifetime ban requires a written finding, based on documented facts, that the severity of the conduct or a pattern of serious misconduct makes a shorter ban inadequate to protect the safety of others. A single incident may warrant a lifetime ban if it meets that standard.

5. Notice and decision. Before imposing a District-wide ban, the Board shall give the person written notice of the alleged conduct and proposed sanction and a reasonable opportunity to respond. Any director directly involved in the incident shall recuse themselves from deliberation and voting. The Board shall issue a written decision stating its findings, the scope and duration of the ban, and any applicable review or appeal rights.

6. Relationship to existing rules. A District-wide ban under this section may be imposed in addition to rider discipline under Section 5.4. The Board's authority to impose a meet-access ban under this section extends beyond the one-year maximum for rider suspensions under Section 5.4. Enforcement is subject to applicable law and venue or permit conditions.

5.5 If any rider or anyone they are responsible for directs profanity or obscene gestures at AMA, District 36 or track officials, (including all meet personnel), that rider may be suspended from all District 36 meets for a period of not less than 30 days and not more than one year. Any rider or anyone they are responsible for that uses physical violence or threats at AMA, District 36 or track officials, (including all meet personnel), that rider will be suspended from all District 36 meets for a period of not less than 30 days and not more than one year. (Rev. Jan 2016)

5.6 NO PADDOCK OR PIT RIDING, unless approved by club/promoter. 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.

Helmets will be worn at all times when operating a motorcycle, ATV or side by side. Anyone aged 18 and under operating a bicycle, scooter or skateboard, or roller skates must legally wear a helmet (CA law). Golf carts will only be operated by those with a valid driver's license. (REV. 21 Feb 2024)

5.7 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.

5.8 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.

5.9 AMBULANCE REQUIREMENTS

5.9.1 CROSS COUNTRY / Grand Prix: For Cross Country and Grand Prix meets the Club/Promoter must submit a written emergency plan to the Cross Country Discipline Steward a minimum of 30 days prior to the meet. All D36 Cross Country and Grand Prix meets must have a dedicated, stand-by Paramedic ambulance on premises at all times during a meet. If the club/promoter is unable to obtain a Paramedic ambulance, a dedicated EMT ambulance AND a fully-equipped and accredited "mobile" Paramedic (ie, Sidetrax) may be accepted with Steward approval PRIOR to the meet. In the event the ambulance leaves the premises, the meet must be stopped until the ambulance returns. (Rev: Dec 2021)

The emergency plan must include, at a minimum the following:

1. The name of the ambulance provider and contact phone number
2. Identification of key personnel including a communications/transportation Coordinator
3. A communications plan
4. A transport plan including a description of how injured riders will be transported to the ambulance or rendezvous point. The transport plan must address the ability to move a patient restrained to a backboard.
5. Identification of the nearest hospital as well as the closest Trauma Center with approximate drive times to each
6. A draft map of the course with ambulance and side-by-side access points identified due to the CC Steward 30 days prior to the event with a final course map due once course is finalized.

Any meet with a course length greater than 15 miles OR with difficult to access terrain must include on-course medical staffing with the ability to access all sections of the course in a timely manner. On-course medical staff must have a minimum of Emergency Medical Responder (EMR) or Public Safety First Aid certification and carry equipment appropriate to their certification level.

5.9.2 DIRT TRACK, MOTOCROSS and GP: 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 meet must be held up until the ambulance returns.

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

5.11 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.

5.12 No smoking is allowed in the refueling areas.

5.13 If a rider is, for any reason, transported by either ambulance or private vehicle for medical care, whether any treatment is provided or not, once that rider leaves the grounds of the racetrack or meet facilities, that rider may not return for further competition in that days' events. (Rev. 18 Nov 2009)

SECTION 6
EQUIPMENT

6.0 Mufflers and USFS Approved Spark Arrestors are to be present and fully functional, mounted, and working in their original location on the motorcycle or ATV at all times during a meet/event when required by venue; or by Local, State, and Federal Law. This applies to all Enduro and Cross-Country meets, "Special Events" and Dual-Sport events, on any public or private land. This may apply to other types of meets/events if circumstances dictate. If any failure of the system occurs during a meet/event, when it is required, the rider must make every effort to repair the issue before continuing in the meet/event, or if close to the pits, drive slowly to the pits, and complete repairs before reentering the meet/event. This includes the loss of a USFS Approved Spark Arrestor, where required. When it is required, if a participants Spark Arrestor falls out, or becomes inoperable, the participant may NOT continue in the meet/event. Riding in a meet/event without a properly functioning USFS Approved Spark Arrestor, where required, is cause for disqualification and/or suspension of the rider for up to one year.

The maximum sound output of a motorcycle or ATV shall conform to appropriate State, Federal, or other governing laws or regulations. Testing shall be per AMA rulebook and/or California testing procedures and guidelines. Dirt Track, MX & Vintage events shall follow AMA rulebook and/or California State Law. This rule, where applicable, is in affect at all times, and will not be suspended due to weather or any other condition. It is the responsibility of all members to know and understand all District 36 and AMA rules. If necessary, see the appropriate Steward or other official, for clarification. (Rev. Dec 2022)

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 Foot pegs must have a non-skid surface (knurled, serrated, rubber covered etc.) and fold backward at a 45-degree angle. Levers shall have ball ends at least 1/2 inch in diameter. Shift lever and foot brake lever must have a non-skid surface (knurled, serrated, rubber covered etc.) (Rev. Jan 2016)

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 Sound tests may be administered at any time during the meet.

6.8 No headlights, tail/stop lights, license plates or holders, mirrors, center stands, or side stands will be permitted. Exception: Enduro, Cross Country, or special events that require one or more of the above-mentioned items. Side stands permitted in Cross Country and Enduro events must be secured to the frame. (Rev. Jan 2016)

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 In Dirt Track events, oil drain plugs shall be safety-wired. (Rev 17 Nov 2010)

6.12 Cross Country - All machines in Vintage Exhibition and Vintage Blue Plate shall be 1984 and pre-1984 year model. No disc brakes allowed. Any engine displacement as it conforms to Sportsman Classification Rule 4.2 and 4.2.1. (Rev 17 Dec 2008)

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.

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 number plates shall be determined by the size of the stock number plates that comes on the bike. If a bike has no stock number plates then add-ons shall be 8 by 10 inches with corners rounded to a radius of one (1) inch. Clearly legible numbers and letters must be used. Numbers must be at least 4 inches high and letters at least 3 inches high. Numbers and letters shall be a minimum of 3/4 inches in width. (Rev 1 Dec 2018).

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

6.19 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 – Top 20 Overall year end finishers will run red plates with white numbers regardless of what class they enter. “AA” class will also run red plates with white numbers. (Rev. 17 Dec 2008)

Enduro – Green plate with white numbers followed by “A” for the top 10 from the previous year. These riders will run the same number for the full year starting on rows 1 through 10 or for staring positions. For Example:
1A, 2A, 3A etc. through 10A (Rev. Dec. 2024)

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)

Veterans--green plates with white numbers

Seniors--white plates with blue numbers

Women--white plates with any color

Vintage--Black plates with gold numbers
(Rev 1 Dec 2018)

6.20 Cross Country Vintage Blue Plate Class shall have special championship plates and numbers as follows: Top points earners who earn end of year award have the option to run championship blue plate and white number and letter. A minimum two inch (2”) letter “V” must also be on all plates. (Rev 17 Dec 2008)

6.21 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 shall have Yellow [plates with Black numbers and letter.
- "C" riders shall have White plates with Red numbers and letter. Pee-Wee and Mini class riders will have White plates with Black numbers and letter. Hooligan riders shall have Black plates with Gold or White numbers and letter.

All 3 plates referenced above shall display the rider's current D36 number and letter. Current AFT-licensed riders can display their current AFT number and color when racing in a D36 race.
A current Dirt Track championship number may only be run in the same one classification in which it was received (i.e., an earned Vintage class championship number plate cannot also be run in any other class) except that champions may also display their championship numbers in any "Money" class. New D36 riders shall display an "X", "O" or similar temporary number until they receive their assigned D36 number. Penalty for violating these rules- referee may penalize rider 1 lap, for repeated violations referee may refuse rider entry. At the Steward's discretion, PeeWee riders may drop the first digit of any 3-digit number from the plates if doing so will improve visibility. (Rev Dec 2024)

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"
"A" Riders will have Light Blue plates with Black numbers and letter.
"B" Riders will have Blue plates with Yellow numbers and letter.
"C" Riders will have Blue plates with White numbers and letter.
"Diva, Diva Plus & Diva Pro" Riders will have the number plate that corresponds with their current rider classification as it pertains to AA, A, B and C (Rev Dec 2020)

All Cross-Country racers must have correct District 36 number plates on all 3 sides at each race with proper color backgrounds, correct numbers and letter. Only exception is if the meet is an AMA Regional/D36 race. In that case, racers may ride with their regional number versus their district number.
Minimum penalty for infraction: Rider will be docked 1 lap.
Example of correct number plate colors see photo back page.
(Added 1 Dec 2017)

Enduro- Front Plate only.
Previous year Top Ten riders will have number plates as specified in rule 6.17.1, green background with white numbers. All other riders will use organizer provided temporary number plates. If not provided then any color background with assigned letter and number, minimum 3" tall, is acceptable. (Rev. Dec 2024)

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". Any rider that has earned any District 36 advancement points and is found to be riding under a no-card or false card shall forfeit all earned points and his/her eligibility to compete in future events may be withdrawn. The issuing of official results or advancement points does not exempt riders who competed in the event or series from penalties for rules violations determined by D-36 investigations following the protest period or issuance of advancement points. (Rev. Jan 2015)

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 and Enduro:

"C" – less than 30 points earned as a C rider
"B" – less than 30 points earned as a B rider
"A" – upon earning 30 points as a B rider

7.1.2.1 Advancement to the next higher skill classification in Cross Country will be considered by the Cross-Country Steward upon:

1. Earning a minimum of 30 class awarded advancement points, and,
2. A minimum of 3 finishes within the top 20% of the riders' class overall finish, and,
3. The final advancement approval by the discipline steward. (Rev. 1 Dec 2018)

7.1.2.2 Cross Country "AA" – The previous two (2) years District 36 Top 20 Overall riders qualify to ride the AA class, along with any Nationally Ranked AMA AA/Pro riders or riders with Cross Country Steward approval. This class is an Earned and Optional class and is not considered a permanent advancement. Once a rider has qualified to race the AA Class, and He/She decides to compete in this class, the rider must notify the Cross-Country Steward of His/Her intentions and remain in the AA class until the end of the current race year.
(Rev. 1 Dec 2018)

7.1.2.3 Enduro - Enduro - "AA" – The previous year's top five championship riders shall have the option to be classified as

District 36 "AA" or remain in their respective class for championship points for the next year. All other nationally ranked AMA "AA" riders will ride in the AA class and any other "A" class riders that request it and receive the Enduro Steward's approval. This class is an Earned and Optional class and is not considered a permanent advancement. Once a rider has qualified to race the AA Class, and they decide to compete in this class, the rider must

notify the Enduro Steward of their intention and remain in the AA class until the end of the current race year. (Rev Dec 2022)

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 Advancement Points are awarded for sanctioned D36 Enduros. Advancement Points are awarded to the riders on the basis of finish in their respective classes. If a rider aged 30 or older signs up and competes in the Sportsman's class and not their age class, they will only be scored for points against Sportsman riders with no regard to age class. To qualify for advancement points the rider must complete the event. A DNS & DNF shall disqualify the rider for advancement points, but not trophies per Rule 7.2. Advancement points for riders finishing the event will be determined by the total number of all trophies given in their respective class. (Rev Dec 2022)

7.1.5 Advancement Points structure for all classes shall be awarded according to finish place and the number of riders in the class, points will be awarded as follows:

1. 5-7 riders: 1st=4 points,2nd=2 points
2. 8-12 riders: 1st=5 points, 2nd=3 points, 3rd=2 points
3. 13-17 riders: 1st=6 points, 2nd=4 points, 3rd=3 points, 4th=2 points
4. 18-22 riders: 1st=7 points, 2nd=5 points, 3rd=4 points, 4th=3 points, 5th= 2 points
5. 23-27 riders: 1st=8 points, 2nd=6 points, 3rd=5 points, 4th=4 points, 5th=3 points, 6th=2 points

Continuing with the formula for classes larger than 27 riders, divide total number of riders in a class by 5(or the greater portion thereof, rounding up from numbers ending in 3 or 8; and down from numbers ending in 2 or 7). 1st place to receive 2 more points than that number; 2nd place will receive that number of points, and each position down will receive 1 point less, with 2 points being the lowest number of Advancement points to be awarded.

If 4 or less riders, the Enduro Steward or Cross-Country Steward has the option to utilize the following advancement point 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 (Rev 1 Dec 2024)

7.1.5.1 Advancement Point structure for Dirt Track B and C classes shall be awarded as follows: (Rev Dec 2022)

1 Rider:		1 Point
2-3 Riders:	1st Place	2 points
	2nd Place	1 Points
4 Riders:	1st Place	3 Points
	2nd Pace	5 Points
	3rd Place	1 Point
5-7 Riders	1st Place	4 Points
	2nd Pace	3 Points
	3rd Place	2 Points
	4th Place	1Point
8+ Riders	1st Place	5 Points
	2nd Pace	4 Points
	3rd Place	3 Points
	4th Place	2 Points
	5th Place	1 Point

.
6

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

7.1.7 Riders in all disciplines may be advanced to the next higher class as soon as they earn the necessary points. Riders may be advanced upon approval from the relevant discipline Steward and/or the Competition Committee. Enduro and Cross-Country series participants may choose to advance according to the Enduro or Cross-Country B/C Series rules, as provided by the applicable discipline Steward. (Rev Dec 2022)

7.1.7.1 Riders between the ages of 12 and 15 on Nov. 30th riding the B Sportsman classification shall not be forced into the A Sportsman classification regardless of how many B races or advancement points the rider has. Riders in this age group may advance based on their own ability/competence.

7.1.7.2 No rider, youth or amateur, can be forced to compete in the A Sportsman class until Jan. 1 following their 16th birthday. A rider's age for advancement will be determined as of Nov. 30 of the current year. Riders under 16 may advance on their own ability/competence.

7.1.8 A rider advancing from "C" shall never ride as a "C" again, in the discipline that he/she advanced. (Rev Jan 2015)

7.1.9 Any rider caught riding in a classification other than the one he/she is supposed to ride in shall forfeit all points earned in the wrong classification and his/her eligibility to compete in future events may be withdrawn. The issuing of official results, series standings or advancement points does not exempt riders who competed in events in the wrong classification from penalties for violations determined by D36 investigations following the protest period. (Rev Jan 2015)

7.1.10 Amateur riders shall not ride more than one (1) class down from his/her highest earned classification in another discipline, i.e., no "A" rider in one discipline can ride the "C" class a different discipline. AMA Professional license holders will ride in the "A" class. (Rev Jan 2015)

7.1.11 Advancement in Dirt Track will apply to Dirt Track only. Advancement in Motocross will apply to Motocross only. Participation in or advancement to a higher class in any AMA or non-AMA Off-Road meet by any rider will result in permanent advancement to that higher class in all AMA-sanctioned Off-Road competition. Off-Road racers will ride all Off-Road meets in the

highest classification earned. Off-Road includes Enduro, Hare Scrambles, Desert Scrambles, Grand Prix, Cross Country, Hare and Hound and like type meets. (AMA rule 2.1.B.2.b) (Rev Dec 2024)

7.1.12 A rider wishing to be classed in any lower classification than the same class held in the past must request to be reverted to the lower class through the AMA appeals process and cannot move back a class without AMA and District permission. No riders will be moved back to the C Class. For procedure see AMA Rule 2.1; C Off Road Advancement System; Section 5. add No going back to C. (Rev: Dec 2024)

7.1.13 Any rider that has never been classified with District 36 will be placed in the "C" class, until advancement has been approved by the discipline Steward and/or the Competition Committee. Riders coming to D36 from other AMA recognized racing organizations will be classified in their correlating classifications, once verified by the applicable discipline Steward(s). (Rev Jan 2015)

7.1.14 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)

7.1.15 Vintage Exhibition class and Vintage Blue-Plate class will receive no overall rank or advancement points. (Rev 17 Dec 2008)

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 al 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. No more than five trophies need be awarded in any given class. An overall trophy will be awarded at each Cross Country & Enduro meet. (Rev. Dec 2024)

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 an "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 meet. And, if not awarded at the meet, then assure that trophies are properly awarded within 60 days of the meet. 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 meet 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 points under the following rules. Any rider / worker that has earned any District 36 points and is found to be under a no-card or false card shall forfeit all earned points and his/her eligibility to compete in future meets may be withdrawn. Issuance of official results or posting of series standing does not exempt riders who competed in the event or series from penalties for rules violations determined by D-36 investigations following the protest period or his/her posting of series standings. (Rev. Jan 2015)

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 A meet that is originally scheduled for the spring that has to reschedule to the fall will be added to the fall series and scored as a fall series meet for series points and standings. Any meet in the spring or fall that cannot run until after the first weekend in December will not be counted in the current year series. (Rev 1 Dec 2018)

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).

7.3.4 A rider would be awarded any and all points for each event, Sportsman and Veteran / Veteran Plus / Senior / Senior Plus / Super Senior / Master / Pioneer / Vintage / Diva / Diva Plus, and Diva Pro when officially entered in the two events.
(Rev Dec 2020)

7.3.5 Championship Points earned in Veteran, Veteran Plus, Senior, Senior Plus, Super Senior, Master, Pioneer, Vintage, Diva, Diva Plus or Diva Pro classification are not transferable to the Sportsman classification, and vice versa; i.e., points are earned only in the classification entered. (Rev Dec 2020)

7.3.6 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.

7.3.7 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) so long as they maintain a current D36 Membership Card (see rule 7.3.8). (Rev Jan 2015)

7.3.8 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 advancement points. (Rev. 21 July 2004)

7.3.9 For the end of the year championship awards, at a minimum, awards are given to the top three riders who qualified in each class (qualified = competing in 51% or more events per season), see example. (Added: Dec 2025)
Example:
1 rider qualified: 1st Place Award
2 riders qualified: 1st Place Award, 2nd Place Award
3+ riders qualified: 1st Place Award, 2nd Place Award, 3rd Place Award
If are more than 12 qualified riders in a class then one (1) trophy for the class and one (1) for each five (5) riders or major portion thereof in that class. No more than five trophies be awarded in any given class.
In Addition, each discipline will award its respective overall awards for both youth and adults.

7.4 DIRT TRACK CHAMPIONSHIP POINT SYSTEM

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

Any promoter or club may give bonus trophies at
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.

7.4.6 A rider would be awarded any and all points for each event; Sportsman, Veteran/Senior/Super Senior/Master, and Vintage when officially entered in two (2) events. (Rev 17 Dec 2008)

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 meets are held, each rider shall throw away two meets. If there are 11 or fewer meets held, each rider shall throw away one meet. The rider with the most points from the combined meets 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 ten "A" riders and points will be awarded to each class to determine class champions. Championship classes are: AA, 86-200cc; 201-251cc; 251cc -Open; Veteran; Senior; Super Senior; Master. (Rev. 17 Dec 2008)

Championship awards will be awarded to the top riders in each class and the top ten 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"), B or C rider who works one District 36 championship point paying Enduro will receive District 36 championship points for the worked meet. The amount of points awarded shall be determined by the rider receiving the equivalent of 4th overall points or the average of his/her best 5 rides if there are 8 or more series events. If there are less than 8 series events, the amount of points awarded shall be determined by the rider receiving the equivalent of 4th overall points or average of his/her best 4 rides.
District 36 membership MUST be current at the time of the meet worked. (Rev 1 Dec 2023)

7.5.4 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 Jan 2007)

7.5.5 "Worked" is defined as helping with 2 of the 3 following activities (one must be #2 Day of the meet):

1. Pre-meet (course layout, mailings, pre-entry, marking etc.),
2. Day of meet (sign-ups, checks, sweep etc.) or
3. Post meet (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. June 2016)

7.6 DISTRICT CROSS COUNTRY CHAMPION

7.6.1: Championship Points shall be awarded to **"AA"",** "A", "B" and "C" riders based on their finish in their respective classes. **Top 20 overall for the AA and A class use the same schedule**.

Throw aways are as follows:

6-10 season races = 1 throw away

11+ season races = 2 throw aways

Only the "A", and "AA" class riders who ride in the primary race are be eligible to receive a top 20 Overall series championship. Rank points shall be awarded to all "A", and "AA" riders based on their overall finish in the primary race. Series rank assignments for the following season will begin at 21st place. (Rev 1 Dec 2019)

7.6.1.1 Championship points shall be awarded to Pioneer and Vintage Blue-Plate riders. Points will be awarded based on their overall finish in the class. No overall rank or advancement points will be given. Points will be awarded as provided in Section 7.6.2. (Rev 21 Dec 2011)

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 for all legal finishers

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. Any rider who starts a race but does not complete 51 percent as many laps as the leader in his class with receive 1 (one) point.
(Rev Dec 2017)

7.6.3 Any District 36 "AA", "A", "B" or "C" rider, who works one District 36 championship point paying cross country, will receive District 36 class championship points. A & AA riders will also receive overall rank points for the worked meet. The amount of class championship points awarded to "AA", "A", "B", and "C" riders shall be determined by the average of his/her best 5 rides or the equivalent of a 4th place finish, whichever is greater. The amount of overall rank points awarded to "AA" and "A" riders shall be determined by the average of his/her best 5 rides.

"Worked" is defined as helping with 2 of the 3 following activities (one must be #2 Day of the meet):
1. Pre-meet (course layout, mailings, pre-entry, marking etc.).
2. Day of meet (sign-ups, checks, sweep etc.).
3. Post meet (course/site cleanup, results, event paper work, etc.) to the satisfaction of the hosting club.

The Cross-Country Steward shall be given a list of "AA", "A", "B" and "C" riders who worked the meet by the Referee in his report. It is the rider's responsibility to verify their name and the 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 meet, they will not receive work points. District 36 membership MUST be current at the time of the meet worked. (Rev 1 Dec 2018)

7.6.4 Any District 36 Vintage rider who works one District 36 Championship points paying cross country meet will receive vintage blue-plate championship class points. The amount of points shall be determined by the average of the rider's best five rides or the equivalent of a 4th place finish. If a Vintage rider is riding in more than one championship class, work points will apply to both. Work shall be as defined in Section 7.6.3. District 36 membership MUST be current at the time of the meet worked. (Rev 20 Oct 2010)

7.6.5 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" or "AA" riders compete that is not the Primary Race. (Rev. Jan 2016)

7.6.6 Overall rank points will be awarded to all "A", and "AA" 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. Jan 2016)

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

7.6.8 The top 100 A, and "AA" ranked riders will be issued their rank number before the first race of the following season. The top 100 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. Jan 2016)

7.7 DISTRICT GP CHAMPION
See GP Supplemental Rules:
https://ama-d36.org/data/rules/GP_rules_2024.pdf

7.8 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 during the meet. He shall be the only one so attired.

8.4 The referee may not ride their own meet, with the following exception, FOR TRACK RACING ONLY (i.e. dirt track, motocross) The meet referee may compete in up to 3 events (races) PROVIDING, 1. A qualified "event" referee MUST be introduced at the riders meeting, to officiate any events the "meet "referee is competing in. 2 The "event" referee may also compete but not in the same events (races) that the "meet" referee is competing in.
(Rev. 1 Dec 2018)

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 meet.

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 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.

8.10 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.

8.11 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 unofficial results. After the 30-minute protest period the results become official. Issuance of official results does not exempt riders who competed in the event from penalties for rules violations determined by D-36 investigations following the protest period.

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. Website posted results must be protested with 7 days of the date the Steward posted the results on the results hosting website or the D36 website. (Rev 1 December 2019)

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. Website posted results must be protested with 7 days of the date the Steward posted the results on the D36 website. (28 Nov 2007)

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 Meet, and the appropriate Steward before being heard by the Active Members. District officials shall not represent either party(s) regarding protests. (Rev 1 Dec 2018)

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) if a teardown is involved refer to the AMA current Rulebook for fees / cost. (Rev. Jan 2016)

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 Active Members 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 Active Members 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. 1 Dec 2018)

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.

SECTIONS 10 & 11
COMPETITION MEETS

10.1. 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)

10.1.1 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 meet 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 meet including entries, be kept for at least three (3) years. (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. (Rev 17 Nov 2010)

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

- Cross Country
- Enduro
- Motocross
- Scrambles
- Dirt Track
- Hill Climb
- Supermoto
- 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. (Rev 1 Dec 2018)

10.1.3 Any person holding a current recognized AMA District Membership Card and a current AMA Membership card may compete in District 36 Amateur events. (Rev.18 Dec 2013)

10.1.4 Advertising or other promotional material must be approved by the D36 Discipline 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:

- Type of Meet
- AMA, District 36 and title Sponsor logos
- Date, day, and time of Meet
- Opening and closing dates for entries
- Practice times; state if no practice
- Classes to be run; traction limitations
- Location of meet; directions if possible
- Admission charge; total rider fee
- Statement that: “Entry fee includes $3.00 LAO fee.”
- Name of sponsoring club/promoter
- Telephone number for information, cancellation, etc.
- Type of pay-back for Semi Pro events
- Rider Medical Insurance, yes or no
- Spectators witnessing these events thereby assume all risks
- for any injuries or damages resulting there from.
- A Sound test may be given at this meet.
  (Rev. 18 Aug 2005)

10.1.5 All clubs/promoters must have event flyer's done and submitted to the appropriate Discipline Steward 25 days before the event date. Failure to meet this deadline, clubs/ promoters will be subject to a $25 fine. (New Dec 2024)

10.1.6 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.
10.1.7 A promoting club will have "AA" at Enduros, Vet, Senior, Super Senior, Master and Women's classes. (Rev. 22 Mar 2004)

10.1.8 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.

10.1.9 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.)
10.1.10 The same machine cannot be qualified or ridden in different engine classes in Short Track and Scrambles.
10.1.11 No entry may change the machine entered after he has competed in any portion of the event.

10.1.12 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)

10.1.13 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)

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

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

10.1.16 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: All flags must be at least 24 by 24 inches.

- 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.

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:

- Open "B","A"
- Open "C"
- 126-250 "B","C"
- 125-250 "C"
- 0-125 "B","A"
- 0-125 "C"
- PeeWee Bikes
- Mini Bikes

“C” riders must practice separately from “B” and “A” riders; and Youth, Veterans and Seniors must practice separately from Sportsman riders. (Rev 18 Dec 2013)

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.
Promoters Option: The Promoter may use a rolling single file restart. If doing so, the following procedure must be followed:

1. The riders will be positioned in their restart order and instructed to do a least one pace lap, if all is in order, they will be given the green flag for a restart.
2. The promoter will designate a point on the track that the riders may start to accelerate to race speed and a restart line. The riders may not pass before getting to the restart line and the starter waving the green flag. (Rev 20 Oct 2010)

SECTION 11.1
CROSS COUNTRY MEETS

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

Hare ‘n Hound: A race held on a marked course over natural terrain. The course may be laid out as a point-to-point event or run on at least two loops (with the majority of each loop used only once). Each loop must be at least 30 miles in length. In either case, the total distance covered must be at least 60 miles. (Rev 1 Dec 2018)

Hare Scrambles: A race on a course of more than seven (7) miles in length and a total distance of more than thirty-five (35) miles. The same loop may be used two or more times.

European Scrambles: A race on a course of more than four (4) 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 per Trophies --Section 7.2.

11.1.2 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 as required by venue, state and federal law”.(Rev Dec 2022)

B. 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 its kitted displacement is allowed. (Rev 1 Dec 2018)

11.1.3 All Cross-Country courses must be marked with 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 20 feet of the marked course or between course markings that are placed on both sides of the course, unless otherwise directed by the meet referee. (Rev: Jan 2016)

11.1.4 Adult Riders may not receive any outside assistance on course (does not apply to the pits) for any reason from anyone, other than another rider competing in the same competition event; unless in the interest of safety for the rider or other competitors. Once the safety reason is mitigated, officials and spectators must remove themselves from the rider so that they may continue on their own.
Youth Riders may have physical help from course workers only but no mechanical help (i.e. parts, repairs, gas, etc) excluding start of race and pits. (Rev Dec 2024)

11.1.5 Riders entering a check area must remain in single file once they pass a yellow flag or other appropriate markings. No passing is allowed in this section of the course unless directed to do so by a course official. (Rev: Jan 2016)

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 Super Senior

as space permits. This same rule to apply to "B's" and "C's". All "Woman" class riders shall start with the "C's". Masters, Pioneer and Vintage blue-plate class shall start with the “C” age groups, Jr. Sportsman or other “C” class as approved by the Steward (Rev. 21 Dec 2011)

11.1.7 “A’s” and “B’s” will not race in the same race as the C class, except for “Masters”, and exceptions with Stewards’ approval.

11.1.8 Gas stops must be provided every 50 miles or less.
(28 Nov 2007)

11.1.9 Participants in Cross Country meets will not pre-ride the course within 48 hours of the time they are due to start or once the course has been marked. Exception 1; Participating in an official event. Exception 2; (takes precedent over exception 1) In the same meet, any rider racing in an event in a class that pays prize money cannot race in any other event prior to the “money race” that uses any portion of the same course used in the money race. (Rev: Jan 2016)

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 Meets will be sent to Active Members requesting sanctions for meets 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 meet.

11.1.14 Club's and promoters who wish to be part of the District 36 Cross Country Championship Series are required to use a District 36 approved Scoring Person/Company and Scoring Program. (Rev Dec 2017)

11.1.15 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)

11.1.16 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.

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

- Names in order of placing in class. This means a separate listing for each engine and age class.
- District 36 card number, or last 4 numbers of receipt number or other district card number that rider is from, or current National Number.
- Make of machine, rider's Club or Sponsors.
- Overall place in each race of the event, including number of laps completed and finishing time.
- Type of meet, date of event.
- The number of entrants by class.
- The number of trophies to be awarded by class.
- Name, address, and phone number of the Referee of the event.

SECTION 11.2
ENDURO MEETS

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. Other rules that cover different Enduro formats that may be used are listed in the FIM and AMA rule books and supplements. (Rev Jan 2016)

11.2.2 Special equipment requirements for Enduro are:

1. All motorcycles shall be fitted with a spark arrestor as well as a muffler not exceeding the decibel requirements set forth in this book.
2. Each machine entered must have an off-road permit or be licensed in the state where the machine is normally kept.
3. 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 meet must be sent 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. (Rev June 2016)

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 meet. The following shall be considered to be illegal practices:

- Use of radio equipment.
- Pre-riding any part of the course within 24 hours of start time.
- Changing riders, machines, or numbers during event.
- Carrying gasoline anywhere on a rider's body.
- 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. Qualifier meets will follow the rules as described in the AMA & FIM rule books. Promoters of Qualifiers must provide the results to the Enduro Steward.
(Rev. 1 Dec 2018)

11.2.6 COURSE

11.2.6.1 The course must be 65 actual ground miles in length or longer for A and B riders and/or 45 actual ground miles for C riders in length or longer. The Enduro Steward has the authority to approve a shorter course in the case of extenuating circumstances. (Rev Dec 2022)

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.
Riders must remain on the established trail at all times; there is no "20 foot" rule. All passing must be done within the boundaries of the established trail. Cutting corners, creating a faster straight lines or cutting switchbacks is never allowed. In fire damaged or other areas where the established trail maybe unclear, organizers should use additional markings on each side of the trail to assist riders in remaining on the designated trail. (Rev; Dec 2024)

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 meet.

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

11.2.6.12 Portions of the event that "split" for different skill levels (i.e. A/B split with C rider bypass) should be clearly marked and advertised at the sign-up area. If different colored markers are used for the split portion of the course those markers should be displayed as well in the signup area to inform the rider of the correct direction on course. (Rev Dec 2022)

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. Course mileage will be indicated by signs at each 5-mile increment. 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 to the gas location. Entrants must not have to buy fuel. A minimum of ten (10) minutes shall be provided for each gas stop or gas available. (Rev. 18 Dec 2013)

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. If multiple (separate) time schedules are used for A, B or C classifications clock time can be used. (Rev Jan 2015)

11.2.7.16 A flip card system is a system where the flip card number is visible to the rider as the front wheel crosses 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. 28 Nov 2007)

11.2.7.17 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.

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

11.2.7.19 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.

11.2.7.20 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.

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

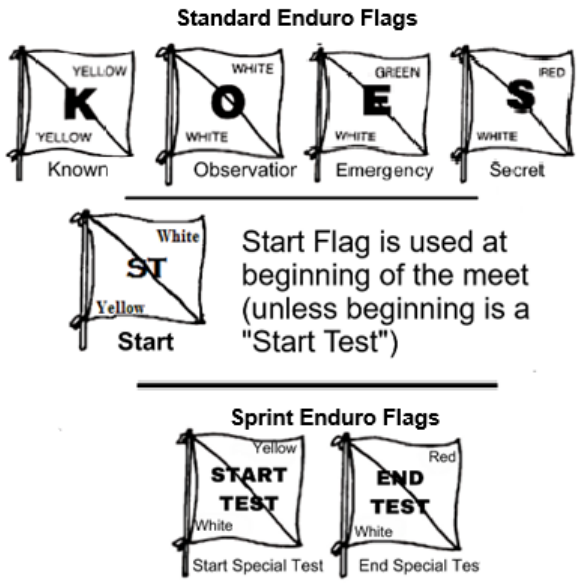
11.2.7.22 Checking stations shall use the following flags which shall measure not less than 18" x 18" with a 10" black letter.

1. Known Control--Yellow Flag with "K".
2. Observation Check--White Flag with "O".
3. Secret Check--Red and White Flag with "S".
4. Emergency Check--Green and White Flag with "E".
5. Start Control –Yellow and White with diagonal black stripe with black letters “ST”

For enduros using special test scoring the following flags shall be used:
Start Test Control –Yellow and White with diagonal black stripe with black letters “START TEST”

End Test Control –Red and White with diagonal black stripe with black letters “END TEST”.

Two flags will be used per check or control. (Rev Dec 2024)



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

11.2.7.24 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) or less of a mile before a checkpoint or 1/10th of a mile after a checkpoint. (Rev. 28 Nov 2007)

11.2.7.25 "Reverse" resets (subtracted mileage to make a rider late) will not be allowed. Free time or separate class speed averages may also be used.
A reset to Zero (0) may be used if the same loop is used more than once. (Rev. 18 Dec 2013)

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 or sign ups marked with the number of the check, as soon as possible after the checks have been closed. (Rev. 18 Dec 2013)

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 or at signups the day before the event. (Rev. 18 Dec 2013)

11.2.8.5 District 36 Digital Enduro Clocks will be used. A twenty ($20.00) dollar fee will be charged per meet 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 Riders that do not complete all checks finish position will be determined by the number of checks completed and then by their total score to that check. (Rev. Dec 2022)

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 out at that point. He/She 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 Enduros 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 and/or email address where additional information can be obtained must also be included. (Rev June 2016)

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 For All Enduros the starting time is assigned as follows: All "AA" and "A" riders (except top ten) whose entries are received up to one week before the Meet will be selected first, then the "B" Enduro Sponsoring Club members, then remaining B riders, then "C" Enduro Sponsoring Club members, then remaining "C" riders. The list of riders pre-entered to that point should be published on the District 36 website.
The Enduro Steward shall provide a list of the top 10 "A" riders (1A through 10A) from the previous year and these riders will be placed on their assigned rows 1A through 10A. These assigned positions will be reserved for these top 10 riders only. Other non-top 10 "AA" and "A" riders may also be placed in these same rows per rule 11.2.6.11 (Rev. Dec 2024)

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
- Sponsor's names, logos, if any.

(Rev Dec 2024)

11.2.10.6 The promoting club must, at least one week before the day of the meet, make available via the District 36 website, 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 and rider number, if available
- Location of the start/finish area and directions and time required to get there
- Phone number(s) to call for confirmation of meet
- 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 only the original entrant without penalty.
- Availability of lodging and camping facilities.

(Rev: Dec 2024)

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 meet date. The promoting club or promoter shall not permit rider name changes to move a rider to a higher classification (A, B, C). (Rev June 2016)

11.2.10.9 Riders wishing to ride together, must state so on the entry form, otherwise, all 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 the Enduro Steward within 7 days of the meet. 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 District 36 and AMA Membership Card numbers. 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. (Rev June 2016)

11.2.11.2. A District 36 Referee Report will be sent to the Enduro Steward within 7 days after of the meet to include a list of all A, B and C riders that worked the meet (to include rider class and D 36 membership number). (Rev June 2016)

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.

11.2.12 Sprint Enduro

Sprint Enduro follows the existing rules for Enduros with the following exceptions:

1. There is a time limitation to complete the required test section or tests. A final clock time for the last rider to enter the course must be published prior to the start of the event.
2. Test sections will be a maximum of 15 miles in length and may consist of various terrain including woods, motocross, man-made obstacles, grass tracks, and other off-road terrain. Tests shorter than the minimum 3 miles maybe allowed if unavoidable due to venue restrictions.
3. Riders may enter up to three times at a meet if there are separate events during the meet and they are eligible for multiple classes.
4. Course must be cleared of riders prior to starting the event in the meet.
5. No separate start control is necessary if the event start is the start of a test section.
6. No "Key Time" is necessary, however, the time must be posted when the event starts by class (A/B/C) .
7. District 36 requires separation of A, B and C skill classes and this must be included on the event schedule. Organizers should also start riders by class at the start to allow the faster classes on course first to reduce passing (Sportsman -> Masters)
8. A rider that completes a minimum of one check will receive a score for the event.

(New: Dec 2024)

11.2.13 Youth / Family Enduros

1. No specific equipment “machine” restrictions for enduro youth classes other than those specified by AMA enduro rules.
2. To qualify for the yearly championships, you must participate in 51 percent of the races.
3. There are no advancement points given for the series.
4. Youth Worker Points: Youth Enduro riders working a meet will receive Championship work points following the sportsman work point rule; 7.6.3.
5. A youth rider that has attained an “A” classification in the sportsman class is not eligible for youth year-end awards even if the rider enters in a youth class.
6. Any deviations from, or exceptions to, the above rules and the Enduro rules under Enduro Meets, section 11.2, as they pertain to Youth/Family Enduro series may be made at the discretion of the Youth/Family Enduro Steward.
7. Adult Sportsman classes (A, B & C) do not qualify for year-end championship awards. They may be combined as needed to form classes of 5 or more riders and are “exhibition” only for event awards. For example, A Sportsman, A Veteran and A Senior are run as a combined class for event awards. (Added: Dec 2025)

SECTION 11.3

BRAND Q ENDURO MEETS

11.3.1 A Brand Q Enduro, is an amateur meet designed to measure the skill of the rider, without placing emphasis upon timekeeping ability. It is conducted over paths, roads, trails, and other natural terrain. There are known checks and timed sections where riders accumulate points. The rider in this timed event with the fewest points accumulated is the winner. (Rev: Jan 2016)

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:

- All motorcycles shall be fitted with a spark arrestor as a muffler not exceeding the decibel requirements set forth in this book.
- Each machine entered must have an off-road permit or be licensed in the state where the machine is normally kept.
- 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.

- 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.
- 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 meet flyer.

11.3.4. The announcement of the meet must be made 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. (Rev June 2016)

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 meet. 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 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 meet. (Rev Dec 2022)

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.
- **F.**

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 meet.

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.

<u>11.3.7 TIMING</u>

11.3.7.1 The promoting organization will receive the District 36 Enduro clocks prior to the meet 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.

<u>11.3.8 SCORING</u>

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 timed section. (Rev Jan 2016)
- **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 meet 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 meet 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 Discipline. (Rev. 22 Feb 2002)

11.3.8.4 Timed Section

11.3.8.4 Timed Sections may start or end anywhere on the course. The start of a Timed Section is known as a check-In Check. The end of a Timed Section 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. (Rev Jan 2016)

11.3.8.5 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.

11.3.8.6 All riders must stop at Check-Ins. Riders will enter Timed Sections at 15-second intervals as directed by Check personnel. When a rider is in-line for the start of the Timed Section, the start of the Timed Section 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 Jan 2016)

11.3.8.7 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)

11.3.8.8 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 Timed Section start or finish line. If enough District clocks are not available for all the Timed Sections, Timed Section crews can use reliable and accurate digital watches. The same watches must be used at the start and end of the Timed Section 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. (Rev Jan 2016)

11.3.8.9 Scoring for each Timed Section 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. (Rev Jan 2016)

11.3.8.10 There shall be a minimum of two (2) Timed Sections in a Brand Q Enduro. (Rev Jan 2016)

11.3.8.11 Timed Sections may consist of motocross tracks, grass tracks, or terrain tests. (Rev Jan 2016)

11.3.8.12 Known Checks

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

11.3.8.14 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.

11.3.8.12 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)

11.3.8.13 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. 8.14 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.

11.3.8.15 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.

11.3.8.16 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.

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

11.3.8.18 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.

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

11.3.8.20 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 Announcements for Brand Q Enduros 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 and/or email address where additional information can be obtained must also be included. (Rev June 2016)

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, then "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. 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 meet, 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 meet
- 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 meet 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 meet 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 Timed Section and Known Check, and the name of their club or sponsors. If a club awards medals the same day as their event, those results will become official 30 minutes after they have been posted. (Rev: Jan 2016)

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

11.3.10.3 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 MEETS

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 Meet 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 meets consist of short track/TT, and rough scrambles.

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 the heat race to qualify for the main event. A rider must start the main event to receive points and awards. If the referee determines the bike is unsafe to enter the course, the referee may determine the rider made the effort to start the race without entering the course for safety reasons and the rider will be scored last place. (Rev. Dec 2025

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.(Rev. Dec 2025)

11.5.8 Production Rules:
A. All motorcycles and mini cycles must be approved by the AMA for Production 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 that 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, promoter's 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.

11.5.9 Hooligan Class Requirements:
Stock production frame. Originated with a 649cc displacement, or bigger, twin triple or multi-cylinder engine. No geometry change that is not a bolt-on part; no fabrication is allowed to change neck angle, or changing stock upper shock mount location; no moving stock swing arm pivot, unless it is a bolt-on application. Aftermarket swing arms are allowed. Engine modifications are unlimited. Minimum bike weight to be 400 lbs. Not separated by A, B or C classifications and does not earn advancement points.

11.5.10 250 Air-cooled Adult--- Any 4-stroke air-cooled 2-valve motorcycle that started life between 149cc and 250cc, 310cc maximum displacement, rider age 18 or older. Not separated by A, B or C classifications and does not earn advancement points. (New: Dec 2024)

11.5.11 Framer Class- any motorcycle that uses any aftermarket frame. Minimum displacement 249cc, no maximum. Not separated by A, B or C classifications and does not earn advancement points. (New: Dec 2024**)**

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 to actively compete on these motorcycles that were the backbone of motorcycle racing in the USA.

11.7.1 Classes: Late model vintage (thru 1978 model years), Modern vintage (thru 1974 or earlier), Classic vintage (1967 and earlier), Dinosaur vintage (1951 and earlier), riders age 50 and over (any vintage motorcycle), Pushrod 500.

11.7.2 General Specifications: Applies to all motorcycles entered in Vintage classes at District 36 races, any differences for a specific class division will be listed in that class division. Motorcycles may be two or four stroke and must be in good working order. Any modifications must be in a workmanship manner and be consistent with the spirit of the period. Frames and swing arms must be in the same type of tubing, style, and manner as the original and or period. Front forks may be changed, though must be period. Shocks may be changed, and mono shock and cantilever rear suspension is prohibited unless original equipment. Gas shocks will be permitted. However, they must not have remote reservoirs, unless originally equipped. Minimum wheel diameter is sixteen inches; maximum rim width is WM3 (2.15 inches). Wire spoke wheels or period correct cast wheels are required. Engine modifications must be consistent with the spirit of the class and comply with AMA and District 36 rules. Number of valves must stay as was available at the time of manufacture. Exhaust systems may be at the discretion of the promoter. Transmissions must be as original, no magnesium copies. Gear ratios may be changed; number of gears must be as original manufacturer. Brakes may be drum or disc type and may be updated, however disc brake calipers will not exceed the two-piston type (one each side). The following machines are eligible regardless of year model:

-Harley Davidson 350cc (Aeromacchi)
-BSA twin, single or triple
-Honda CB72 or CB77
-Rickman, powered by H-D, Matchless, AJS or other period engine
-Triumph twin, single or triple (1984 or earlier)
-Velocette
-Norton
-Cooper
-Bultaco
-Yamaha twin, XS650
-Yamaha single TT/XT/SR 500, two valve engine
-Moto Morini Pushrod V-twin

The following are class divisions that pertain to all vintage motorcycles entered in competition.

11.7.3 Late Model vintage: Motorcycles manufactured thru 1978 model years. General specifications for rim width and suspension travel limits do not apply to this class. Cantilever and monoshock chassis may be used in this class. Cantilever and monoshock chassis may be used in this class only and must be of the same design as was available in 1978. Any conventional forks may be used, no inverted or upside-down forks.

11.7.4 Modern Vintage: Motorcycles manufactured for 1974 model year or earlier. General specifications above apply, maximum fork diameter 37m.m.

11.7.5 Classic Vintage: Motorcycle manufactured 1967 or earlier. May be two or four stroke. Motorcycles originally built by the manufacturer as a clubman racer or street bike. This class will basically be the engines and frames that were available in that era. Due to safety must have operational brakes as required by AMA and District 36. May run as a brakeless class if all entrants agree. Minimum offered engine size classes shall be 1) 0-250cc, 2) 500cc OHV/750cc side valve (500 OHV / 750 SV).

11.7.6 Dinosaur Vintage: Motorcycles manufactured 1951 or earlier. Motorcycle should be as original as possible, except where safety is a factor.

11.7.7 Fifty Plus (50+): this is a rider age class, all motorcycles must be vintage (1978 model year or earlier).

11.7.7.1 Master **(60+)**: This is a rider age class. Any vintage class motorcycle is allowed.

11.7.7.2 Pushrod 500:

1. Any air-cooled motorcycle of model year through 1978 using pushrods to actuate the valves and any flathead.
2. Overhead valve: Up to 500cc (with overbores/overstrokes up to 525cc).
3. Flathead: Up to 750cc (with overbores/overstrokes up to 790cc).

4. Frames: Dual non-reservoir shocks on both sides of frame, maximum 36mm forks.
5. Rider Structure: This class shall be run “heads up” with no reference within the class to A/B/C rider status and no A/B/C advancement points shall be awarded for any results in this class. Riders are required to equip their bikes with their proper D36 number plate, including colors and numbers. (Rev. 15 Oct 2008)

11.7.8 Additional classes: the promoting organization may run additional classes beyond the minimums. Whether the classes qualify for District Vintage Championship or advancement points will be at the discretion of the appropriate steward. Special Note: Bikes that are original Class C equipment, or factory racers, that were raced during that period without brakes, with rigid frames and period tires will be allowed to practice and race only when separate from other classes where brakes are required.

11.7.9 Motorcycle Class Breakup: All classes will be contingent on four (4) riders to make a class. Consideration should be given to having riders grouped by rider skill class, then engine size (0-250, 251-600, 601-Open) 250 should not race against 251cc or larger if possible.

11.7.10 Protests: Will be in accordance with section 9.

11.7.11 Rider Advancement: The point system for rider advancement will be in accordance with Section 7. (Rev. 28 Nov 2007)

SECTION 11.8
SUPERMOTO

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

SECTION 11.9 GRAND PRIX MEETS

11.9.1 D36 Grand Prix Series events will be run under the current AMA GP rules and District 36 supplemental rules. District 36 Safety rules Section 5 and Equipment rules Section 6 as well as other sections and/or rules in this manual as directed by the Director of Competition, will also apply.
See supplemental rules on website for D36 Class Structure (*Rev: Dec 2021*)

SECTION 11.10 DUAL SPORT

Dual Sport meets will run under AMA Rules

SECTION 12
SPECIAL EVENTS

12.1 Any event type not identified by Discipline 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 meets 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.

In this Book
Rules Revised / Added for 2026

Safety:
- 5.4

Youth:
- 3.2.1
- 3.2.8
- 3.3 (new)
- 3.3.1 (new)

Amateur Classification:
- 4.2.4
- 4.4

D36 Championship:
- 7.3.9 (new)

Enduro
- 11.2.13 (new)

Dirt Track:
- 11.5.5
- 11.5.7

OK, now we know the rules so……..

LETS GO RACING!

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LETTERS INCLUDED WITH MEMBERHSIP NUMBERS HISTORICALLY USED BY DISTRICT 36 MOTORCYCLE SPORTS COMMITTEE REPRESENT AREAS COVERED:

A -- San Francisco, Daly City, San Bruno, Burlingame

B -- San Pablo, Richmond, Berkeley

C -- Oakland, Alameda, San Leandro

D -- Hayward, Fremont, Pleasanton

E -- Stockton, Lodi, Manteca, Tracy

F,G -- Eureka, Crescent City, Arcata, Santa Rosa, Vallejo, Rio Vista

H -- Martinez, Concord, Walnut Creek, Antioch, Livermore

J,K,X -- Sacramento, Rio Linda, East of Sacramento, Fair Oaks, Carmichael, Roseville, Auburn

L -- Los Gatos, Campbell, Saratoga, Cupertino

M, W -- Gilroy, Santa Cruz, Watsonville, Hollister, Salinas, Monterey

N -- Nevada

P -- Pacifica, Half Moon Bay, Woodside

Q, R -- Red Bluff, Redding, Susanville, Marysville, Chico, Oroville, Grass Valley, Willows, Arbuckle

S, U -- San Jose, Santa Clara, Sunnyvale

T -- Palo Alto, Mt. View, Menlo Park, Redwood City

V -- Modesto, Sonora, Merced, Oakdale

Y -- Women Riders

The above system for allotting letters is only a guide. It is NOT absolutely binding on the D36 Director of Competition, or the D36 Membership Director.

Support Your LAO

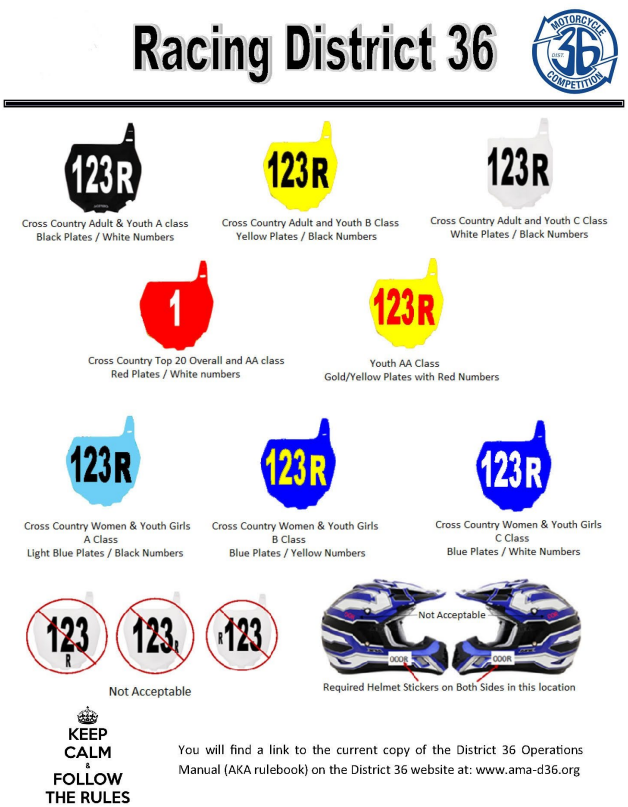
Started in 1988, for 38 years the District 36 LAO Program has been protecting YOUR right to ride and race.

That's 3+ decades of support at the Federal, State, and Local levels to ensure that we can all continue to enjoy the sport we love.

When you renew your membership, please consider contributing a little extra to help support the District 36 LAO program. Your contribution will allow us to continue to do this important work.

Any amount would be appreciated.

You can donate on our District 36 website here: http://ama-d36.org/district-36-legislative-action-office-lao-donations/



Cross Country Number Plate Examples