

STRA	Southeastern Trials Riders Association	Written: 12/27/02
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	Rule Book	Approved: R Sharp

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1.0 The STRA Organization

1. The association shall be a non-profit organization and shall be known as the Southeastern Trials Riders Association (STRA). The STRA is in existence to provide a yearly championship in the southeast for trials riders who enjoy competing for the fun of it and to promote the family oriented sport of observed trials.

2. Elected officers shall be President, Vice-President, Secretary/Treasurer. These officers make up the Executive Board. We will also vote upon Competition Director, Youth Competition Director, Membership Director and Media Director. They shall be elected at an annual meeting to be held at the end of the STRA competition year, and shall take office prior to adjournment of the meeting.

3. The Vice President shall revise the rulebook to reflect changes voted on at the business meeting within one month after the meeting. The revised rulebook will be submitted to the Executive Committee for review and approval. Once approved, the rulebook will become official.

4. The Competition Director shall be in charge of keeping records on championship points each rider receives from sanctioned events. The competition director also manages the

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50/50 peer scoring and keeps records and worksheets provided for events.

Riding/Observing order will be posted on the notification board 45 minutes prior before the start of each day's riding event.

5. Youth Competition Director is responsible for Youth Section layout, scoring, maintaining results, and managing awards. Sponsorship of awards by Southern Engraving and Awards 423-591-1897. This Youth Program will rely heavily on volunteers, and other club members.
6. Membership Director is responsible for producing STRA Business cards with schedule, creating awareness of club by distributing STRA schedule and event flyers, as well as informing club members of promotional opportunities via club website.
7. Media Director is responsible for listing STRA schedule in local and national publications, as well as event coverage for websites and various Medias.
8. A Sporting Steward shall be selected by the Executive Committee to review the sections prior to each competition for appropriateness. The Sporting Steward's objective is to improve the quality of STRA trials by maintaining high standards and consistency in setting the appropriate level of difficulty and properly marking sections for each class. The goal is that competitors can reliably expect all STRA events will be challenging, fun, and consistently marked. The Sporting Steward will inspect the sections at each STRA trial, if possible, a day in advance of the competition. Inadequate sections must be corrected per the Steward's request. The Sporting Steward has the authority to delay the start of the trial until any required changes are made.
9. State representatives shall be chosen to be the local contact for trials information. You can view local representatives on the STRA Website for contact information.

2.0 Membership Dues

1. Membership dues shall be an amount as approved at the annual meeting.
2. Dues should normally be paid at the beginning of the competition year. If this is not possible, the dues must be paid before entering any STRA event. Payment of dues on the day of an STRA trial shall entitle the rider to receive any championship points earned at that trial, if work credit obligation is approved by the Competition Director.
EXCEPTION: No championship points awarded for 1 Day Memberships.
3. Dues for STRA are as follows:
4. \$35 for riders; receive any newsletters {STRA web site}, membership card {Sticker placed on AMA card} and championship points.

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5. \$40 for families; same as above but for the whole family. Includes spouses and dependant children.
6. One Day Membership will be made available at the cost of \$10 per event. One day members compete for event awards, no championship points will be awarded to One Day members.
7. First Year Memberships: Individual - \$20 Family- \$30 – One time only.

3.0 Rider Classification

1. General - There shall be sixteen rider classifications based on ability level in the STRA and they shall be named YOUTH, WOMEN NOVICE, NOVICE, INTERMEDIATE, SPORTSMAN, ADVANCED SPORTSMAN, ADVANCED, EXPERT, CHAMP, VINTAGE A, VINTAGE B, VINTAGE C, TWIN SHOCK A, TWIN SHOCK B, TWIN SHOCK C, OFF ROAD. The actual competitive classes in a trial may at times differ in name from the rider classification.
2. Riders may reclassify themselves whenever they feel the need due to change in ability, injury, age, or equipment.
3. An interview with the promoter or a member of the Executive Board shall help a rider determine which class to ride if unsure.
4. A Rider wanting to compete in a class other than their normal class may do so by indicating to the event organizer that they are riding for “Exhibition only”. This allows the rider to test their performance in another class. An exhibition rider will not be eligible for series points but may be eligible for the awards of the day.
5. A member can only ride one class per event.
6. Rider classifications will be established for each rider who competed the previous year by the STRA Executive Board or the Competition Director using the following ability level guidelines:
 1. **YOUTH** - Any rider 14 and under whom is not ready to ride the intermediate line. If there is any question concerning rider eligibility, the Youth Competition Director and the Sporting Steward(s) will make the determination. Note: any youth rider who cannot competently handle their motorcycle shall be accompanied by an adult.
 2. **WOMEN NOVICE** - The Women Novice classification is open to any female rider on any size motorcycle. They will compete riding the Novice line.
 3. **NOVICE** - The novice classification is for the beginning trials rider. These are riders that understand the sport and are developing basic trials skills. Section challenges

- should allow for generous approach and recovery space. First time competitors should feel comfortable attempting all sections.
4. **INTERMEDIATE** - The Intermediate classification is for the experienced trials rider who has shown ability *well above* the Novice level, but is not yet ready to handle extreme terrain challenges such as those typically seen in the support class at the North American Trials Council (NATC) national championship events.
 5. **SPORTSMAN** - The Sportsman classification is for riders who have successfully met the challenges of the Intermediate class and do not wish to face the bigger obstacle challenges of the Advanced class. Any rider is eligible to ride Sportsman indefinitely.
 6. **ADVANCED SPORTSMAN** – Advanced Sportsman will offer a combination of the Sportsman and Advanced sections with no unique lines for this class. This competitor is looking for more challenge than Sportsman and less than Advanced. The guidelines consist of the 4 most difficult Sportsman sections and the 4 easiest Advance rider sections. Either “A/S = S” or “A/S = A” will be clearly marked at each section on the ‘Begin’ markers to designate the line for this class.
 7. **ADVANCED** - The advanced classification is for riders who know and can use advanced riding techniques. Advanced riders should be able to handle competition and challenges approaching that typically seen in the support class at the NATC national championships.
 8. **EXPERT** - The Expert classification is for those riders who desire to compete in more technically challenging sections while minimizing exposure to unnecessary risk. **Challenges should not require spotters to make competitors feel comfortable attempting any section.** Expert riders should be able to handle competition and challenges approaching that typically seen in the Expert Sportsman class at the NATC national championships.
 9. **CHAMP** - The Champ class is the premier class for the top riders competing for the Comer Cup STRA Club Championship. These lines should test the skills of the elite competitors and the most advanced techniques. Level of severity should be comparable to the NATC Expert class. Champ riders will be assigned a bib of white background with red lettering denoting their current standing within the champ class at the start of that event weekend; the first event of the year, they will display the previous year’s ranking. These bibs will be returned to the competition director at the end of each day’s competition.
 10. **VINTAGE A** - Will include Sportsman, Advanced, or Expert level riders on pre-1980 bikes. Vintage A will ride the modern Sportsman line

11. **VINTAGE B** - Will include Intermediate or Sportsman level riders on pre-1980 bikes or Advanced or Expert level riders on pre-1965 bikes. Vintage B will ride the modern Intermediate line
12. **VINTAGE C**- Will include Novice level riders on pre-1980 bikes or Intermediate and Sportsman level riders on pre-1965 bikes. Vintage classifications are suggestions based on motorcycle vulnerability and rider ability. Vintage C will ride the modern Novice line
13. **Twin Shock A**- Twin shock motorcycles produced in 1980 or later. Will compete on the modern Advanced Sportsman line. Must be air cooled. No disc brakes are allowed.
14. **Twin Shock B**- Twin shock motorcycles produced in 1980 or later. Will compete on the modern Intermediate line. Must be air cooled. No disc brakes are allowed.
15. **Twin Shock C**- Twin shock motorcycles produced in 1980 or later. Will compete on the modern Novice line. Must be air cooled. No disc brakes are allowed.
16. **OFF ROAD** – Off road motorcycles that the STRA does not already offer a class for. Trials tires will not be required for competition.

4.0 Competition Classes

1. STRA championship events (points awarding) shall normally consist of the sixteen classes described in section 3.
2. Non-championship STRA trials shall have sections with difficulty levels suitable for all classes. In special cases the event organizer may combine classes or use classes that differ from standard classes if the sections are suitable for both classes.
3. Competition classes that will have year-end rankings and awards will be determined at the year-end meeting.
4. All competitors must be a current STRA Member. Only Competitors with STRA Rider and Family Memberships are eligible for championship points and only riders with at least 6 Work and Ride Credits are eligible for year-end awards, with the exception of the Novice class where 3 work and ride credits qualify for year-end awards.

5.0 Equipment

1. All motorcycles must be effectively muffled so that the noise level is not irritating to the other riders, workers, or spectators.

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2. The intermediate, sportsman, advanced sportsman, advanced, expert and champ classes may only use tires that are of a trial tread pattern that meet International Motorcycle Federation specifications and which are available to the general public.
3. A rider may start and finish on different bikes.
4. Vintage Technical Specs

NOTE: Without machine limits, modifications may cause the difficulty level of the sections to increase beyond “fun” for many riders as well as greatly increasing the cost of competing.

 1. Tires and Wheels: Trials tires are required in all classes. Any pre ‘80 wheels and hubs from the proper era are acceptable.
 2. Suspension: No single-shock bikes may compete (except Vincent).
 3. Rear dampers may be replaced with gas filled units. Rear wheel travel (not shock travel) is limited to four inches. Front wheel travel is limited to seven inches.
 4. Silencers are required.
 5. No machine may compete with an open exhaust system.
 6. Major components may not be later than 1980. Specifically: engine, frame, gearbox, and forks.
 7. All modifications must be consistent with the spirit of the class. Period modifications only.
5. IMPORTANT! Anyone operating a motorcycle at an STRA event is required to wear a DOT, Snell 85 or later, or any FIM approved helmet or they may be removed from the property. It is the sole responsibility of the rider to select a helmet and apparel, which will provide appropriate protection. The rider must rely upon his own judgment in the selection of any helmet and apparel for durability and safety.
6. A number plate is required on the front of the motorcycle stating class. Minimum size of 1.5” letters.

6.0 Event Sanctions

1. The STRA Executive Board shall have responsibility for awarding STRA sanctions to those individuals or clubs requesting to put on a STRA trial. Receiving a sanction presents an organizer with the responsibility of providing a trial that is laid out and operated in a professional manner and in accordance with STRA rules. The STRA Schedule will be set prior to December 1 of the preceding year.
2. Any required event sanction fees or other special event fees will be of a type and quantity determined at the annual meeting.
3. The trial organizer (promoter) is responsible for supplying a suitable event flyer to the Webmaster and for ensuring that any mailed flyers are provided and mailed in a timely manner.

4. The trial organizer shall provide the competition director with a complete list of the results of each trial showing the finishing position of each rider and their final score. The scores shall be complete in every class with all ties broken and any discrepancies settled. The list shall include the trials-master and all section observers and event workers. There may be a maximum of two trials-masters for each event.
5. In the event of a need to cancel or reschedule a trial, the trial organizer must notify the STRA president as soon as possible so the appropriate action can be taken.
6. The STRA Executive Board may disqualify any trial not run in general accordance with these rules.
7. Results shall be official 15 minutes following the trophy presentation and any corrections during that time are allowed by the trials-master or protest committee.

7.0 Course and Sections

1. The course shall consist of sections in numerical order laid out on a loop. Turns must be marked with arrows. Caution or danger spots on the course must be adequately marked.
2. The design and layout of the sections shall be such that they do not present unrealistic or overly hazardous conditions to riders in the respective class. Trails connecting the sections must not present challenges above the skill level of the lowest class riders.
3. Section design for “flowing” no-stop sections is strongly encouraged. Challenges requiring “stop & hop” techniques should be avoided if possible.
4. All sections should be ridden several times by the organizer or his representative (non-rider in trial) to ensure their suitability for use. Event organizers should pay special attention to the effects of changing weather on each section and plan for possible route changes. The Sporting Steward serves the Executive Board as the STRA representative who may judge the suitability of the sections and has the authority to delay the start of the trial until any required changes are made.
5. Each section shall be adequately marked throughout to show the required path and boundaries for each class. The sections shall progress through gates of an appropriate width marked by 2 gate markers. Sub sections shall be ridden in proceeding order unless noted by numbered gate markers. Ribbons should be firmly placed 4” to 12” above the ground where possible. Any color ribbon may be used. Once the event has begun, the sections must be ridden as is and as they develop, changes to a gate cannot be made after having been ridden by a single competitor.
6. Each section shall be numbered and have clearly marked start gates and end gates one meter minimum width.

7. Each section shall be ridden in numerical order, exception being **shot gun start** on the first loop. When a **shot gun start** is used, everyone starts their second loop on section one. No section shall be ridden twice in a row.
8. Each trial shall consist of a minimum of 27 attempts for modern and 24 attempts for vintage classes.

8.0 Scoring

The following scoring rules were adapted from 2004 NATC rules.

The checking officials at each observed section must be stationed so the entire section is plainly visible. If the character of the section is such that more than one observer is required; penalties will be called to the observer at the end of the section. **To ensure consistency of scoring, observers shall not be changed during the event.**

Other riders will not distract the Observer while a rider is in the section.

The observer shall either verbally acknowledge or use clear hand signals to authorize a rider to start riding the section. Scoring shall start when the front axle passes the start markers and stop when the front axle passes the end markers (front axle in, front axle out). Front axle is only allowed to pass the start gate once (per attempt). Punch type scorecards will be carried by the competitor, but not in a manner that obscures the number plate. Scoring will be based on the trials scoring system as follows:

Errors	Penalty
1 fault:	1 point
2 faults:	2 points
More than 2 faults:	3 points
Failure:	5 points
Sections not ridden because of time penalty	5 points
Missed en route section	10 points

A. Fault Definitions:

1. Footing - any contact providing support between any part of the rider's body or machine with the ground or an obstacle (tree, rock, etc.) (Exception: tires, foot pegs or skid plate). Footing can occur either inside or outside the boundary. Refer to 8.B.3. and 8.B.15. for tires outside the boundary.
2. Foot rotation counts as one point.
3. Sliding a foot counts as three points.
4. Both feet placed on the ground simultaneously counts as two points.

5. Toe Dabs will be counted as footing.

B. Failure Definitions:

1. Violation of these rules by the minder will result in 5 points (or more) being added to their rider's score. For unsportsmanlike conduct an additional 5 to 25 points may also be added.
2. The machine is moving backwards with or without the rider footing.
3. The machine touches the ground or obstacle outside a boundary with the front or rear wheel. Touching a boundary is not a failure.
4. The rider dismounts from the machine and has both feet on the ground on the same side of the machine, or behind the machine's rear tire.
5. The rider does not have both hands on the handlebar when footing while stationary.
6. The rider receives outside assistance.
7. The rider or minder changes the condition of a section.
8. The rider begins a section attempt without the observer's acknowledgment.
9. The engine stops while footing or while any other part of the machine, except for the tires, is used for support without forward motion.
10. If handlebar is used for support and the motorcycle is beyond 45-degrees from vertical.
11. The motorcycle does a complete loop, crossing its own track with both wheels.
12. Not riding the line designated by split gates for rider's class. Competitors may ride where they choose where boundaries are not marked by either split gates or tape.
13. In the case of running over a taped boundary, there must be ground visible between the tape and the wheel and the wheel must be on the ground on the out-of-bounds side of the tape. It is permitted to float one wheel over a marker, but not both wheels, i.e., jumping the bike over a boundary is a failure; front axle must pass through the start and end gates.
14. Any displacement, breaking, or knocking down of markers by direct contact of the motorcycle or Rider requiring that the marker be reset to its original position is a Failure. Touching a boundary is not a Failure.
15. Only the greatest penalty, as defined above, shall be counted for the section. However, the following points may be added:

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C. Other Penalties:

1. A rider may report to the observer and receive a five for that section, even though he does not attempt it.
2. Any sections missed en route, not filled in (punched) on the scorecard are considered missed sections and receive 10 points for each section not punched.
3. If blank or unmarked spaces on the scorecards exceed 10% of designated rides, the rider will be considered a non-finisher.
4. A rider waiting in line to enter a section must not leave their machine. If they do, they must go to the end of the line. Refusal to comply may be considered unsportsmanlike conduct.
5. Sections are to be separately numbered and to be ridden in designated order only.
6. Any section ridden more than once per loop will receive 10 points, in addition to their first attempt score.
7. Practice in any of the sections before or during the event will result in disqualification of the rider from the trial.

D. Protests:

1. Obstruction is deemed to have occurred when a rider, attempting a section is prevented from completing a bona fide attempt due to some unauthorized obstruction. If a rider claims obstruction, the section observers decision as to whether a re-ride is permitted, is final. Should any re-ride be granted the section shall be observed from the point of obstruction onwards and any points lost prior to the point of the obstruction of the original attempt will stand.
2. It is the rider's responsibility to acknowledge their score and verify their scorecard is punched correctly at each section immediately upon completion of the attempt. Disagreement with the observer must be noted and settled, if possible, without inconveniencing or delaying other riders, while the situation is fresh in everyone's mind. Scoring protests will not be heard if the observer was not made aware of the conflict immediately after the section attempt.
3. No person may protest another riders' score.

E. STRA Specific:

1. Other course specific rules are given at the riders meeting.

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9.0 Entry Fee

1. The entry fee requirements for an STRA sanctioned trial shall be as approved at the annual meeting.
2. The entry fee is at the option of the promoter up to a maximum of \$30. A family member 18 and under will pay \$10 and Youth trial entry will be \$5. Four dollars goes to the STRA for administrative costs, including year-end awards. One dollar goes towards the Trial de Nations/Women's International Fund and the fund will be split equally between the two groups.
3. A gate fee may be charged by the promoter if noted in the event flyer.
4. The STRA membership sticker should be presented at sign up. A current AMA membership card must be presented at sign up.

10.0 Starting Time and Time Limits

1. Promoters should start events no earlier than Eleven O'clock Local on Saturday and no later than Ten O'clock Local on Sunday. Youth events will be held prior to the Adult events on Sunday. Saturday Youth events after the Adult competition is optional.
2. All championship events shall have a time limit for completion. The promoter shall determine the time limit and announce it at the riders meeting. The announced time limit may be changed during the trial if it is determined that unforeseen conditions will make it possible for all competitors to finish early, or if additional time is required. The time limit shall not be a tool for disqualifying participants, but rather for making the event run on a timely basis. The sporting steward has absolute authority over the time limits. The promoter should consult with the sporting steward during the event and make any needed adjustment to the time limit.
3. Only paid competitors are allowed in the sections during an event.

11.0 Safety and Protest Committees

1. The requirements for safety inspection shall be determined at the annual meeting or at any time during the year by the Executive Board. Sporting Stewards shall be appointed by the executive board as required. Sporting stewards are charged with inspecting the sections, preferably one day before the event. Stewards have absolute power over the sections, course, and time limit. If the decisions of the steward are not followed the stewards are empowered to delay the start of the event until a resolution is made.
2. A protest committee shall consist of the event trials-master plus any members of the executive board who are present at the event.

3. Equipment protests are as outlined in the AMA rules. Specifically, a protest must be accompanied by \$25.00. The Trials-master and any other officers present will decide the results of the protest. If found in favor of the protesting party, the money will be refunded and the penalties to the offender determined. If the protest is overruled the STRA receives the money.

12.0 STRA Championship

1. The championship shall be on a yearly basis. The total number of STRA trials to be held shall be determined by the Executive Board. The suggested number is from 7 to 12 rounds.
2. Points are awarded as follows:

1st	30
2nd	25
3rd	21
4th	18
5th	16
6th-20th	decreases one point per position
21st-29th	decreases 0.1 point per position
30th-39th	decreases 0.01 point per position
3. Each rider's championship score for the year shall be based on the points earned in 1/2 the total number of events plus one. Each rider's best scores in this number of events shall be used in computing the total championship score for the year. (See Novice exception (page 5, item 4, #4))
4. A member must ride ½ minus 1 event in a single class to qualify for year-end awards. (See Novice exception (page 5, item 4, #4))
5. Tie scores for championship placing shall be broken using the following steps one at a time.
 1. Step 1 - Greatest number of total wins will win.
 2. Step 2 - Championship points earned in events where the riders competed against each other will be added and the largest number will win.
 3. Step 3 - Total score on observation at those events where the riders competed against each other will be compared with the lowest total being the winner.
 4. Step 4 - If still tied, the total number of cleans, ones, twos, etc. from events where riders competed against each other will win.
 5. Step 5 - If the tied riders never competed against each other, the rider who lost the least number of points for the year gets the better position in the overall standings.

13.0 Member Work Rule - 50/50 Peer Scoring Rules.

1. STRA Modern Championship Events

1. The success of the STRA Championship events depends entirely upon the volunteer efforts of the members. Every riding member of the STRA is expected to contribute by working at every event during the season. It is requested though not mandatory that each member works in both assisting the trials-master in setting up an event and especially in scoring (observing) an event. Score keeping and other jobs count toward the work credit in addition to scoring. A member can receive only ONE work credit per day.

2. 50/50 Peer Scoring:

Approximately 50% of the riders will score in the morning, while the other 50% ride. Those that rode in the morning will score in the afternoon while the morning scoring riders will compete in the afternoon. The Competition Director will manage the 50/50 Peer Scoring system with assistance from the President and Vice President. Riders may ride every event; they are required to work six (6) events in a scoring capacity (See Novice exception (page 5, item 4, #4)). No class will be divided for competition. Everyone in a specific class will ride at the same time. Members need to ride and work six (6) events for work credit to receive year-end awards (See Novice exception (page 5, item 4, #4)). Riders in different classes wishing to ride together should let the Competition Director know upon arrival at the event; we will try to accommodate this request. No substitute workers, the rider members are responsible for their own work at the event. The classes scoring first will be determined after signup is completed. The Competition Director will decide starting order with the assistance of the President and Vice-President. There will be an OPT-OUT system in place to help accommodate riders with long distance travel. Because of the number of riders vs. the number of sections, not every member will be required to work at each event. We have an "OPT-OUT of working" system in place; riders who want to OPT-OUT on Sunday should be sure to volunteer to work on Saturday. Two checkers or more will be used per section to expedite the events.

3. Although championship points will be computed throughout the season for all rider members, only rider members who have worked and ridden at least six events are eligible for year-end awards (See Novice exception (page 5, item 4, #4)). Substitute scoring does not count for award eligibility.
4. Thirty (30) layout points will be awarded to the trials master and one additional worker per STRA Trial. Layout points can only be earned one time per year.
5. The trials-master has sole authority to award work credit(s) within the guidelines of these rules. Any disputes between a worker and the trials-master must be settled between themselves.
6. The trials-master shall submit a list of workers with his results after the competition. This list will be used as the basis for determining championship award eligibility.

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7. If any revisions are necessary to the work credit report submitted by the trials-master, they must be submitted to the competition director by the trials-master in writing (e-mail is acceptable). The competition director will maintain this record for the remainder of the competition year.
 8. All STRA riders competing in the Florida Trials Association annual Fun in the Sun 2-Day event will be given work credit for that days' event provided the rider finishes the event and was not given the opportunity to work in a scoring capacity.
 9. No one may protest another rider's work credit.
2. STRA Vintage Championship Events
1. STRA Vintage Championship events will be in conjunction with the Modern events; The Vintage "C" & Twin shock "C" will ride the modern Novice line, Vintage "B" & Twin shock "B" will ride the modern Intermediate line, Vintage "A" will ride the modern Sportsman line and Twin shock "A" will ride the modern Advanced Sportsman line.