

Run Watcha Brung

SUPPLEMENTAL REGULATIONS

**INTERNATIONAL MOTORCYCLE SPEED
TRIALS BY BUB**

BONNEVILLE SALT FLATS

SEPTEMBER 5- 9, 2005

PREFACE

All regulations within this document are to establish minimum acceptable requirements for Run Wat-cha Brung events and are set out to provide a guideline for conduct and technical specifications. These Supplemental Regulations are an appendix to the appropriate AMA rules governing all activities under their sanction. Those taking part in the “Run Watcha Brung” portion of the event, are governed by the appropriate AMA regulations.

It is specifically noted that AMA Sports rules will apply to any disciplinary action, protest or appeal related to this event.

The total compliance of the competition provisions rests with each rider/participant/owner. Each will have the obligation to learn and understand all appropriate rules and regulations. By participating in events that are governed by these rules you are deemed to comply with all rules stated within this document. The rider/participant/owner will observe the fundamental minimum standards as set forth in the competition rulebook.

The AMA, event promoters, sponsors and affiliates do not set engineering and design standards for the event racecourse. **AT NO TIME ARE THERE ANY WARRANTIES, EXPRESSED OR IMPLIED, THAT COVER SAFETY THAT RESULTS FROM COMPLIANCE WITH RULES WITHIN THE DOCUMENT. THEY IN NO WAY GUARANTEE AGAINST INJURY OR DEATH OF ANY ENTRANT, RIDER, SPECTATOR, OR EVENT OFFICIAL.**

Participants are solely responsible for their safety and should assess their own ability to negotiate the racecourse. Riders/owners/participants who doubt the competence of track officials, have concerns about safety of the race course, or their own ability to negotiate the course, or who are uncertain about the condition of their motorcycle, or uncertain or have doubt about the competence of fellow competitors, should not participate and should request the return of their entry fee before competitive activity begins.

Event promoters and their assigned officials are empowered to interpret and as necessary to enact minor adjustments to any of these supplemental regulations that in their sole discretion are needed to assure the smooth conduct of the competition. Any such adjustments are subject to compliance with the governing rules of the AMA.

These Supplementary Regulations shall uniformly apply to all riders/ participants/ owners.

These Supplementary Regulations are subject to change, without notice. Should any changes occur they will supersede all previous rules. Subject to the protest and appeal provisions of the and AMA Sports rules, all decisions made by the event promoters and officials are final.

A completed event registration form is mandatory for all entrants.

All forms listed in this rulebook will be available from the event promoters a minimum of 30 days prior to the event.

CHAPTER ONE:

COMPETITION PROCEDURES

Riders participating in the “Run Wat-cha Brung” event must pass scrutineering. The entrance fee includes one timed pass on the short course, event “T” shirt and certified timing slip. All entrants seeking to take part in the “Run Watcha Brung” portion of the event, are governed by the appropriate AMA regulations.

1.A. Credentials.

- a) All entrants must possess a valid AMA membership,
- b) A valid picture drivers license from the entrants state or nation of residence.

1.B. Starter

The event promoters will appoint an official starter(s) and assistant starter(s). Supervision of the rider and contestants is the responsibility of the official starter(s) and assistant starter(s) at the starting line with absolute authority. The authority of the official starter and assistant starter will extend past the scrutineer and will have the ability to prohibit any motorcycle from the course and/or the event.

1.C. Course

Entrants will run on the ‘Short course only, or where applicable the course designated by event promoters as the ‘Run Wat- Cha Brung’ course.

Where applicable the “short course” may consist of two-mile start, one mile timed, and one mile, if possible, shut down. Timing lights will be placed at the first quarter mile of the third mile and full third mile respectively.

The event promoters and officiating staff have total discretion as to the number of courses and the length of each course. The determining factor for course number(s) and design(s) will be weather and course conditions. At all times, all runs will be flying start but a startup area may be available.

1.D. Impounding of Parts or Vehicles

The rider/participant/owner agrees to surrender on demand any part or vehicle that is used in the event competition. The event promoters and officiating staff reserve the right to impound, for any period of time, any part and/or vehicle that is part of a rules-compliance or accident investigation. Inspection and testing of impounded parts or vehicles is at the sole discretion of the event promoters.

1.E. Rider/participant/owner Conduct

At all times a rider/participant/owner must be in or on the competition motorcycle/streamliner when the engine is running, except if the motorcycle/streamliner is on a stand in the pit area. Any rider/participant/owner who exhibits any characteristics of intoxication will not be allowed to participate in the event and will be

asked to leave the event areas. Any competition motorcycle/ streamliner being operated in a reckless manner may result in disciplinary actions including disqualification. Riding in the pit area or return roads is prohibited and subject to disqualification. Push or tow vehicles are prohibited from the racecourse.

1.F. Destruction of Course Surface

Any rider/participant/owner that causes damage to the course or has the potential to damage the course will be disqualified from competition. Scrutineering officials will verify corrections to the motorcycle/streamliner before being cleared to compete again. All lost parts must be reported to the event promoters or officiating staff. Non-compliance to this may result in the motorcycle's/ streamliner's disqualification from the event.

All participants must cover the salt surface in the pit area in circumference of 3' (three feet) from under any part of the competition motorcycle.

1.G. Weather

At any time, weather conditions or wind in excess of 10 MPH for solo motorcycles (3 MPH side wind, for solo), the starter(s), assistant starter(s), or timers can stop all racecourse activity. It is at the total discretion of the starter(s), assistant starter(s), or timers to assess the racecourse condition. The event promoters, sponsors and officials will not be responsible for delays or postponements or cancellations due to weather or course conditions or acts of God for any reason.

1.H. Complaint and Protest Procedure

A rider/participant/owner may lodge objections verbally or in writing to the event officials prior to the close of the event day. The event organizers will make every effort to respond in a timely manner to any such objections. However, all formal protests must be accompanied by the appropriate fee and meet all other requirements of the pertinent AMA rule. Handling of any such protests will be in accordance with AMA rules.

1.I. Requests for Rules Changes

Application for rules changes will be available at the event registration area. The application must be filled out completely. The event promoters will respond in writing within 30 days. Rule change suggestions are encouraged to be submitted via e-mail to rulechanges@speedtrialsbybub.com

1.J. Track Accessibility

All persons must exit the salt flats by dusk. Access will re-open at approximately dawn. Actual local times of track accessibility will be posted at the entry gate at the time of the event. No camping on the salt will be permitted.

1.K. Event General Information

Event promoters will provide updated event information via a radio station. Details will be posted at the entry gate at the time of the event.

1.L. Scrutineering (Tech Inspection)

ALL entrants must successfully pass the scrutineering. All participants must present their motorcycles in a ready to race condition. Riders must present their helmet and protective outerwear at the initial scrutineering.

The event officials, starter(s), or assistant starter(s) will have full discretion to restrict or bar from competition, any motorcycle that in their sole discretion is determined to have exhibited handling problems, fire hazards, or unworthiness to compete at any time. Participants that are barred from competition must be re-scrutinized prior to being allowed to compete. All scrutineering and re-scrutineering will be done only at a designated area set aside by the event organizers.

Scrutineering is done to help assure the smooth and fair conduct of the event, but the event organizers, FIM, AMA and event officials neither warrant safety because a motorcycle/streamliner has been subjected to scrutineering nor compliance with and enforcement of the rules and regulations.

CHAPTER TWO:

STANDARD EQUIPMENT VALUES

2.A. Boots.

Leather boots of substantial construction are required. Minimum 8" high.

2.B. Controls.

Control levers (clutch / brake) must have at least a 1/2" diameter round ball end. The handlebars must locate the hands outside the width of the fork tubes (6" minimum). It is suggested that the configuration of the handlebar(s) locate the thumbs at least 10" apart. *An entrant may be required to demonstrate low speed handling and stability to meet this requirement.* Fork stops must stop fork travel before hands touch the tank or fairing. If hydraulic steering damper is used, the rod shaft (or piston) may not be used for the fork stops.

2.C. Eye Wear.

Glasses, protective goggles and helmet visors to include "tear offs" are permitted Provided they are made of shatterproof material. Glasses, protective goggles and eye protectors which cause visual disturbance, scratched or damaged will not be permitted.

2.D. Foot Rests.

Footrests must be installed and the rider must use them during the entire run. Foot controls must be operable with feet on the footrests.

2.E. Frames/Chassis.

Factory, OEM, and aftermarket frames must be free from defects.

2.F. Frame Stand and Bags

Frame stand and kick stand must be secured with tie straps and inspected at starting line. Hard bags (baggers only) must be secure.

2.G. Gasoline.

Pump gasoline only permitted

2.H. Gloves.

Leather gloves are required. Perforated or skeleton gloves are not permitted. All gloves must have leather outer covering.

2.I. Headlights.

Glass headlights must be taped to retain breakage and the tape is limited to the glass lens. To avoid heat build up, lamps must be rendered inoperative.

2.J. Helmets.

Entrants must wear a full-face helmet with face shield, all helmets must meet Dot, 90, 95 or Snell 90,95, 2000 or SFI 31.1, 31.2, 41.1, or 41.2 specs., or later specifications as marked by the manufacturer. Snell 85 Helmets are prohibited. All helmets must be in serviceable and undamaged condition. Each entrant must demonstrate proper helmet fit and “roll off” resistance and correct chin strap fitment. All helmets will be subject to technical inspection. Helmet visors must not be integral part of the helmet.

2.K. Kill Switch & Fuel Shutoff.

All motorcycles must have a positive off, kill switch which must be able to stop a running engine and remain shut off. It must be operable by the rider without removing hands from the handlebar(s). Gas motorcycles must have a fuel shutoff operable from the riding position.

2.L. Leathers.

Leather suit must be worn by rider. Leather jacket and leather leg protection (chaps) acceptable. Competition leathers with a minimum thickness of 1.2 mm on all parts of the suit are required. Minimum thickness of shoulders, elbows, both sides of the torso, hip joint, back of torso and knees must be 8 mm thickness. Competition suit must be constructed of leather, other materials certified by a recognized manufacturer to be suitable for the application is required. “Chaps” must be secured around the ankle with duct tape to prevent unzipping.

2.M. Mirrors.

Must be removed unless integrated into the fairing. The glass in the integrated mirrors must be taped or removed.

2.N. Sidecar Participants.

Motorcycles equipped with a sidecar will compete with one rider only. Additional weight may be added to compensate for passenger not exceed 150 lbs ballast.

2.O. Tire Requirements.

Tires used must be “original equipment manufacture” or equivalent. It is the responsibility of the entrant to check inflation pressures and tire and wheel condition immediately before and after each run. It is prohibited to run tires with the cord showing. Tubes are not permitted in radial tires.

At no time is the speed of the run to exceed the tire rating on the tire installed on the motorcycle.

2.P. Valve Stems & Caps.

All tire valve stems must be fitted with metal valve caps.

2.Q. Wheels.

Wheel alignment , wheel balance and rim run-out are the responsibility of the participant. Wheel discs are not permitted.