

Run Watcha Brung

SUPPLEMENTAL REGULATIONS

BUB MOTORCYCLE SPEED TRIALS

BONNEVILLE SALT FLATS

AUGUST 31ST – SEPTEMBER 5TH 2008

BROUGHT TO YOU BY:



EDITION 5.1

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.

Responsibility for compliance with all 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 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 limited timed passes on the Run Watcha Brung 3 mile 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. 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.

1.B. Event Participation

Riders taking part in an FIM record attempt must hold an international license issued by the AMA or their home FMN if different than the AMA. All participants must provide photo ID (minors under 16 years exempt in the presence of parent/ guardian)

The minimum age for a rider is 12 years. A rider must be 14 years or older to ride motorcycles above 250cc. The age of the rider is determined as of the date of the event.

All minors must complete the minor release form, signed by BOTH parents/guardians with their medical and entry forms. Participants who are minors should check with the event promoters to ensure all requirements are met prior to competing.

A completed and signed medical information form must accompany all entry forms. A complete entry form must be submitted and processed before scrutineering and runs.

An orientation meeting will be provided to all riders and they are responsible for attending the meeting and being aware of all information provided.

Event Fees and conditions are designated by the event promoters and are used in conjunction with these supplemental regulations.

1.C. Starter

The event promoters will appoint an official starter(s). Supervision of the rider and contestants is the responsibility of the official 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.D. 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.

The event promoters have total discretion as to the number of courses, its location, 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.

All motorcycles will begin their runs at the designated '0' mile/return start and will be the maximum permitted lead up to the timed area.

1.E. Impounding of Parts or Vehicles

The participant/owner agrees to surrender on demand any part or motorcycle 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, and/or FIM/AMA stewards.

1.F. Rider/participant/owner Conduct

At all times the 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. Anyone who exhibits characteristics of intoxication will not be allowed to participate in the event and will be asked to leave the event areas. Any vehicle being operated in a reckless manner may result in disciplinary actions including disqualification. Recklessness in the pit area or return roads is prohibited and subject to a fine and/or disqualification.

Vehicles are prohibited from the racecourse unless assisting a competition motorcycle/streamliner to enter or exit the course. If assisting a motorcycle/streamliner vehicles are restricted to the support roads only and not on the track, with the exception to authorized emergency vehicles. All motorcycle/streamliner pit facilities must have a minimum of one fire extinguisher. The use of radio communications between crew and motorcycle/streamliner is allowed.

Observation of all posted signs is required at all times. Minors must be supervised by an adult at all times.

1.G. Destruction of Course Surface

Any participant/owner that intentionally causes damage to the track or has the potential to damage the course will be disqualified from competition. In the case of unintentional causes of damage 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/streamliner 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.H. Weather

At any time weather conditions or wind in excess of 10 MPH for solo motorcycles or 3 MPH for streamliners, 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.I. Complaint and Protest Procedure

A participant/owner may lodge protests in writing within 30 minutes of the posting of results to the event officials. 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 FIM or AMA rule. Handling of any such protests will be in accordance with FIM/AMA rules.

1.J. 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 can be submitted via e-mail to rulechanges@speedtrialsbybub.com, all information from the form must be included. Rule change forms are also available online at www.speedtrialsbybub.com. All rule changes are subject to approval by the AMA.

1.K. Salt Flats 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 in the registration area at the time of the event. Camping on the salt will not be permitted under any circumstance.

1.L. 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.

CHAPTER TWO: MINIMUM STANDARD EQUIPMENT

2.A. Boots.

Leather boots of significant construction are required. They must be at least eight inches high with either lace, zipper, and buckle, or specially designed and constructed for leg and foot protection. Subject to scrutineering

2.B. Controls.

Hand controls (clutch and brake) must have a minimum 1/2" ball on the end. Flattening of the ball end is acceptable, however all edges must be rounded. All control ends must be an integral part of the lever.

Foot operated controls must pivot independently. Foot throttle must have toe clip with return throttle. All controls are subject to scrutinizing. It is suggested riders in the riding position have 10" between thumbs. All handlebars must extend outside the fork tubes at a minimum of 6" (streamliners excluded). Riders may be asked to demonstrate their ability to navigate with the current controls.

Stops to steering must limit riders hands from touching the fairing or tank at full right or left turns. A hydraulic dampener cannot act as a fork stop

2.C. Foot Pegs/Rests.

Foot pegs/rests must be installed and the rider must use them during the entire run. Foot controls must be operable with feet on the foot peg/rests.

2.D. Frames/Chassis.

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

2.E. Frame Stand and Bags

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

2.F. Gasoline.

Pump gasoline only permitted

2.G. Gloves.

100% Leather gloves are required. Perforated or skeleton gloves are not permitted. All gloves must have leather outer covering.

2.H. 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.I. Helmets.

It is the sole responsibility of the rider to select a helmet which will provide appropriate protection. The AMA does not endorse or certify and manufactures or products. The rider must rely on their own judgment in the selection of any helmet for durability and safety.

All helmets must be solid full coverage or full-face models. Helmets must have a manufacture sticker affixed stating it meets or exceeds any of the following certifications:

- * DOT standard 2000
- * Snell M2000, M2005
- * BSI (British) 66580 Type A
- * ECE (Europe) 22-05
- * JIS (Japan) 8133:2000

The riders number may be places on both sides of the helmet to assist timing.

Participants with corrective eyewear must have approved shatterproof glass if worn with helmet. A participant's helmet will be presented to scrutineering after any accident that involves impact. Helmet maintenance, fitness, and condition are the responsibility of the participant.

2.J. Kill Switch & Fuel Shutoff.

All motorcycles must have a positive ignition off kill switch which must be able to stop a running engine and remain shut off. It must be operable in the riding position.

2.K. Leathers.

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

2.L. Mirrors.

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

2.M. Sidecar Participants.

Motorcycles equipped with a sidecar will compete with one rider only, unless they also meet the specifications for sidecars in the AMA supplemental regulations for carrying passengers. Additional weight may be added to compensate for passenger not exceed 150 lbs ballast. Weight

2.N. Tire Requirements.

Tires used must be O.E.M. 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.

2.O. Valve Stems & Caps.

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

2.P. Wheels.

Wheel alignment, wheel balance and rim run-out are the responsibility of the participant. Wheel discs are not permitted. The use of 'spinner' style wheels or any wheel design that incorporates movable pieces while the vehicle is in motion is prohibited

2.Q. NUMBER IDENTIFICATION

Number identification on both sides of the motorcycle are required for each entrant and must be of contrasting colors to that of the motorcycle. Where used, number plates must be a minimum of 7" high and 8" wide and the numbers are to be 3" high and 1" wide. Plates must have rounded corners. Numbers can be painted directly on the motorcycle/ streamliner if number plates cannot be attached and must meet same criteria for number plates for size requirements. Numbers must be in full view and not blocked by the rider when in the riding position.