

AMA RACING
SUPPLEMENTAL REGULATIONS



BUB MOTORCYCLE SPEED TRIALS

BONNEVILLE SALT FLATS
AUGUST 30TH – SEPTEMBER 3RD 2009
(SCRUTINEERING AUGUST 29TH 2009)



ACKNOWLEDGEMENTS

This rulebook is dedicated to the memory of the late Earl Flanders, one of the original AMA officials to specialize in Land Speed Record competitions. It is largely through his efforts that these guidelines could be written and the sport of motorcycle land speed racing is what it is today.

Thanks are also extended to all those who contributed their time to this project, including staff at BUB Racing Inc and AMA Racing.

To all competitors, we wish a safe, memorable, and of course a fast week of action on the salt.

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BUB Racing, Inc.

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Flat Track Manager
AMA Racing

NOTE:

Rules with major additions and/or changes for 2009 are marked with an * next to the title name.

For Example:

2.D. FUEL SHUTOFF AND ENGINE KILL SWITCH *

6th Edition
March 2009

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PREFACE

The Rules of competition are intended only as a guide for the conduct of the sport pursuant to uniform rules. Rules directed or related to safety are promulgated to make all persons concerned with safety, but the AMA neither warrants safety if the rules are followed nor compliance with an enforcement of the rules. Moreover, each participant in competition has the responsibility to assess the safety aspects of the facilities and conditions, and must assume the risk of competition.

These Supplemental Regulations are an appendix to the appropriate AMA Racing rules governing all activities under their sanction. All entrants seeking to establish FIM World Records are governed by the appropriate FIM regulations as well as these Supplemental Regulations.

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

Responsibility for compliance with all competition provisions rests with each participant. Each will have the obligation to learn and understand all appropriate rules and regulations. By participating in meets that are governed by these rules you are deemed to comply with all rules stated within this document.

The AMA, the promoter, sponsors and officials do not set engineering and design standards for the meet 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 MEET OFFICIAL.

Participants are solely responsible for their safety and should assess their own ability to negotiate the racecourse. Participants who doubt the competence of track officials, have concerns about safety of the racecourse, or their own ability to negotiate the course, or who are uncertain about the condition of their

motorcycle, or uncertain or have doubts about the competence of fellow competitors, should not participate and should request the return of their entry fee before competitive activity begins.

The 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 participants.

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 Racing rules, all decisions made by the promoters and assigned officials are final.

A completed event registration form is mandatory for all entrants.

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

CHAPTER ONE:

COMPETITION PROCEDURES

1.A. CLASSIFICATION

The participant is responsible for the entry of the motorcycle into its correct class.

All motorcycles will be entered in the lowest fundamental class in which they are legal. (i.e. you may NOT enter 'A' if you are legal in 'M'). The promoters and/or scrutineer(s) **will not** re-classify any motorcycle that was entered in the incorrect class. Any motorcycle entered into the meet incorrectly must be re-entered at registration and may be subject to a fee for the change.

Should an entered motorcycle fail to meet the class requirements, but the motorcycle meets the *Minimums Standard Equipment* requirements (Chapter 2), a time-only run may be taken. Failure to meet the Minimum Standard Equipment a change to 'Run Watcha Brung' entry is required (RWB rules apply). Time-only passes will not be eligible for records or to receive awards. A participant cannot change the name, number or classification after the motorcycle has been officially entered and scrutinized, and left the starting line.

1.B. ADDITIONAL CLASS

An additional class is defined as a motorcycle change including: engine displacement change, change from gas to fuel, or a body change (open to Partially streamlined). An additional class **MUST** retain the same rider as the original entry, requires an *Additional Class Form* and appropriate fees to be submitted to registration, a new motorcycle number, and re-inspection

1.C. ADDITIONAL RIDER

An additional rider is where the same motorcycle and class has a 2nd rider. The additional rider must comply with all entry requirements and is subject to an entry fee. The additional rider must also have his/her riding apparel inspected in scrutineering,

requires an *Additional Rider Form* and appropriate fees to be submitted to registration and a new motorcycle number.

1.D. SCRUTINEERING (TECHNICAL INSPECTION)

Regardless of class, all motorcycles/streamliners and riders must successfully pass scrutineering. **Any change to body, streamlining, chassis or power plant must be re-scrutinized prior to any qualifying participation can be allowed.** Any times recorded with such change prior to re-scrutinizing will be forfeit. A minimum of two scrutineers must scrutinize any and all motorcycles/streamliners that are entered in a class where a record or records exist in excess of 200 MPH. Motorcycles/streamliners entered in a class in which the record is 250 MPH or more will have a minimum of three scrutineers.

All participants must present their motorcycle/streamliner in a ready to race condition, and then removable panels and shrouds must be taken off and presented at scrutineering. Riders must present their helmet and protective outerwear at the initial scrutineering. Riders may be required to demonstrate ability to reach all controls when in ready race condition. In Streamliner classes, it is required that all riders of that motorcycle demonstrate seat belt and limb restraints.

The meet officials, starter(s) will have full discretion to restrict or bar from competition, any motorcycle/ streamliner 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, or at the discretion of the scrutineering staff/stewards, in team pit area for streamliners.

Entrants will not be classified if the stated year, make and model is different than the actual year, make and model of the motorcycle. The resolution (if at issue) to year, make and model falls on the participant-

Measuring devices required for scrutineering will be supplied by the promoters.

Scrutineering is done to help assure the smooth and fair conduct of the meet, but the event organizers, 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.E. STARTER

The 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 meet.

With respect to machines attempting AMA record runs, the authority of the AMA Racing official supercede that of the starters(s).

1.F. COURSE

Multiple courses may be available

Short Course(s):

The “short course(s)” may consist of a two-mile approach, one mile timed, and two mile shut down (5 mile total run).

Long Course:

The “long course” may consist of a five mile approach, one mile timed and five mile shut down.

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. Where a short course overlays a long course, the ‘0’ start or the short course will be designated a mile number for its start point.

'Long course' stickers will be issued to all motorcycle qualified to run on the long course. To compete on the long course, all motorcycles must run on the short course in excess of 175MPH and present their timing ticket at registration to receive their long course sticker. Motorcycles that have a recorded pass over 175mph at a previous BUB meet will receive their sticker in registration and are exempt from qualifying each year. Streamliners are exempt from pre-qualification on the short course. The short course is open to any class. Participants will not have to re-qualify if a change in class has taken place as long as the same motorcycle has exceeded 175 MPH. Motorcycles running on the long course that have not met the qualification requirements may be subject to disciplinary action.

1.G. QUALIFYING

The promoters, scrutineer(s), starter(s), and AMA stewards have the final discretion to prohibit any motorcycle participant from the course at any time for any reason. At no time will more than one machine be on the same course. There is no minimum number of qualifying runs any class can make.

In the event of record attempts in classes for which no record has yet been established, the speed will be considered open. A participant will automatically be qualified for a record return pass at the completion of their first successful pass.

When attempting to break and existing record, on the completion of the first of the two record runs, the motorcycle will be considered as qualified for a record return pass if the speed is at or above the existing record for that class. All riders must report to the designated impound official for clearance to make a return pass. The record run will have the same rider on the first (down) and second (return) records runs to be official, and must remain in impound between all record runs (see section 1.H.).

1.H. RECORD ATTEMPTS

All record runs will be over the same course and within the same calendar day. Record attempts will be the calculated fastest average speed, over two consecutive runs in opposite directions. If

a record attempt (the two way average) does not exceed the existing record, the vehicle must return to pre-staging line and re-qualify. Any participant/ owner that removes the motorcycle from the impound area will forfeit that attempt and must re-qualify for that class record.

No change of parts is permitted within the impound period prior to any back-up record attempt, with the exception of spark plugs, wheels and tires, fluids, and this can only be done if the new parts are identical to those replaced. Fuel/gas¹ may be added if required. Engine changes and mechanical modifications cannot be performed during impound period. Event promoters will notify impounded motorcycle participant/owner by officiating staff of the back-up return record attempt time.

Termination of a record run will be done for turn out, engine power failure, or interruption, after the motorcycle has left the starting line.

(¹ from a sealed container in the presence of an official)

1.I. RECORD PROCEDURES

Any motorcycle/ streamliner whose two way average exceeds the class record after the second (return) run will report at the end of the record run to the impound official to complete the record certification procedures. All seals must remain intact, and may only be broken by official scrutineering staff during impound. Participants are solely responsible for making the motorcycle accessible for measurement and scrutinizing. Scrutinizing of engine displacement of **all cylinders** is required. Cylinder heads are not to be removed until directed by a scrutineer. In the event that tools are required for disassembly, the participants are required to provide them. All engine components will be available for inspection. If engine displacement exceeds stated class limit, the participant motorcycle will be disqualified from the record attempt. All qualifying record runs in gasoline classes are subject to gasoline testing.

Should the rider wish to make more attempts after a record run, upon official authorization, the motor may be sealed until the official inspection. If damage to the engine occurs after sealing that renders the engine immeasurable it voids previous record attempt.

The decision to seal and continue is at the sole discretion of the participant.

1.J. RECORD RECOGNITION

The promoters will acknowledge class records with entries into an official record listing and certificate of the achieved record will be mailed to the rider after the certification of the records from the AMA. All records are subject to AMA certification. Falsification of any record documentation will be subject to disciplinary actions under AMA rules, which may include fines, disqualification and exclusion from future meets.

1.K. IMPOUNDING OF PARTS OR MOTORCYCLES

The participant agrees to surrender on demand any part or motorcycle that is used in the meet 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 AMA stewards.

1.L. MEET PARTICIPATION

All participants must provide state issued photo ID (minors under 16 years exempt in the presence of parent/ guardian)

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.

A rider's meeting will be mandatory to all riders. Riders are responsible for attending the meeting and being aware of all information provided. A rider's meeting will be held each racing day, prior to the course(s) opening. Attendance may be taken. Non-attendance may result in a fine or disciplinary action.

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

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 meet. **All minors must complete the minor release form, signed by BOTH parents/guardians**

with their medical and entry forms. No rider under the legal age of majority may compete without the written consent (signature on the liability release and entry forms) of his/her parents or legal guardians present at the meet. An authorized adult acting on behalf of the parent or legal guardian must provide a notarized statement indicating they have been given the authority by the parent or legal guardian to be responsible for the minor during the meet.

1.M. PERSONAL CONDUCT

Each participant is responsible for the actions of his/her family and pit crew. At all times the participant 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 meet and will be asked to leave the meet 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, provided it not interfere with the promoters communication systems.

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

1.N. DESTRUCTION OF SALT SURFACE

Any participant 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.O. 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 may stop all racecourse activity. It is at the total discretion of the course controller and/or AMA steward 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.P. COMPLAINT AND PROTEST PROCEDURE

A participant must lodge protests in writing within 30 minutes of the posting of results to the meet officials. The promoters 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 Racing rule, located in the current AMA Racing rulebook (available on the AMA's website or for viewing in the registration trailer onsite). Handling of any such protests will be in accordance with AMA rules.

1.Q. REQUEST FOR RULE CHANGES

Application for rules changes will be available in the event registration area. The application must be filled out completely. The event promoters will respond in writing within 30 days. Rule change forms are also available online at www.speedtrialsbybub.com. All rule changes are subject to approval by the AMA.

CHAPTER TWO:

MINIMUM STANDARD EQUIPEMENT

Special note: The AMA, promoters, sponsors, and affiliates, do not inspect machines in AMA sanctioned competition for safety. Participants are solely responsible for the condition of their machines and their competence to operate them. When rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the machines components will perform in competition with safety.

2.A. ENGINE DISPLACEMENT

Displacement of the engine is as stated by the manufacturer. Displacements in excess of the stated manufacturer's displacement will advance the motorcycle/streamliner to the correct class.

2.B. EXHAUST DIRECTION

Exhaust must be directed away from the racing surface, rider and rear tire.

2.C. FOOT PEGS/ RESTS/SIDE STANDS

One pair of foot rests per motorcycle are required and must be operable (streamliners excluded). Additional foot pegs/rests must be removed. Side and center stands to be secured in the UP position with "Zip Ties" or Safety wire, prior to making run.

2.D. FUEL SHUTOFF AND ENGINE KILL SWITCH *

Motorcycles must be equipped with a positive ignition off switch to terminate engine power. The riders must be able to use the switch without their hands leaving the handlebars.

Gasoline class motorcycles must have a fuel shut off, activated from the riders position. Fuel class motorcycles must have a positive fuel shut off activated without riders hand leaving the handlebars. In gas and fuel classes, an ignition shut off switch must

be attached to the rider by lanyard. Aero/quip or equipment fire sleeve must cover all fuel lines to include un-valved fuel and gas lines. No plastic gas/fuel petcocks or filters are permitted.

2.E. FUELS

Acceptable fuels include alcohol, nitrous oxide, nitro-methane, hydrogen, diesel and any gasoline that is not purchased from the meet approved gasoline vendor. Violation of this fuels section is disqualification. Nitrous oxide applications must comply with crash protected shut off valve. Special attention should be made to heat proofing the Nitrous oxide tank.

2.F. GASOLINE

To compete in the gasoline class(es), gasoline must be purchased from the meet approved vendor. If you choose to use gasoline that is not purchased and sealed by the meet approved vendor, you will be required to run in the fuel class. Refueling must take place in the designated area and tank must be re-sealed by an event official. Power additives/altering agents added to gasoline are strictly prohibited. Engine lubrication added through gasoline, if needed, **MUST** only be added in the presence of the event gasoline vendor and tank/container must be sealed. Participants that violate this section will be disqualified.

2.G. HAND/ FOOT 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. Riders in the riding position must 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.H. HEADLAMP ASSEMBLY

Motorcycles equipped with a headlamp must be taped in a crisscross pattern to hold potential broken glass.

2.I. NUMBER/CLASS IDENTIFICATION *

Motorcycle number and class identification on both sides of the motorcycle are required for each entrant and must be of contrasting colors to that of the motorcycle. Numbers must be reserved with BUB Racing. 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. Numbers/class identification must be changed on the motorcycle when a change in rider/class occurs.

2.J. REAR VIEW MIRROR

Rear view mirrors must be removed or taped. Mirrors incorporated into the fairing must be taped.

2.K. SEAT HEIGHT

In production class, stock seat height is allowed. Seat height on any other motorcycle, with rider seated, must not exceed 36" from seat at the highest point to the ground.

2.L. RIDING ATTIRE

The following rules are mandatory for all participants. An exception is made when distinctly incompatible with streamliner attire rules. The participant/owner must rely on their own judgment in the selection of any helmet and/or apparel for durability and safety. It is the sole responsibility of the rider to select a helmet and apparel that will provide appropriate protection. The AMA does not endorse or certify any manufacturers or products. The

rider must rely on his own judgment in the selection of any helmet and apparel for durability and safety.

2.L (I) 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.L (II) GLOVES

Gloves of 100% leather exterior are mandatory and required. Gloves that do not cover the entire hand and fingers are not permitted. Gloves must have a minimum 3-inch gauntlet cuff with wrist closure.

2.L (III) HELMET *

It is the sole responsibility of the participant to select a helmet which will provide appropriate protection. The AMA does not endorse or certify and manufactures or products. The participant 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:

USA:	Snell M2005, M2010 or DOT FMVSS 218
Europe:	Regulation ECE 22-04, ECE 22-05 P'
UK:	BSI 6658 Type A
Japan:	JIS T 8133:2000
Any of the FIM SFI approved certifications.	
Streamliner competitors must use a Snell SA or SFI 31.1A, 31.2A or 31.1/2005, rated helmet (see 9.E)	

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 and may be impounded. Helmet

maintenance, fitness, and condition are the responsibility of the participant.

2.L (IV) LEATHERS

The use of synthetic material riding suits is prohibited. The use of stretchable Kevlar and perforated materials in non-critical areas are permissible. Leather suits may be one-piece design or joined together with a full circumference zipper at the waist. Leathers cannot be too big or loose. Critical area (knees, elbows, forearms, shoulders) armor or 2-layer of leather is highly recommended. Riders of motorcycles burning fuels of a Methanol content, are recommended to wear Nomex underclothing or something of similar nature due to invisible flames.

2.M. SAFETY WIRING

Transmission oil drain plug, and engine oil drain plug must be safety wired. Axle nuts must be secured with safety wire or castle nut and cotter key. Locking compounds are prohibited.

2.N. STEERING DAMPER

Required in all classes.

2.O. THROTTLE

Throttle must be self-closing.

2.P. TOW START

Tow starting is prohibited for all motorcycles with the exception of Streamliners and is limited to the first quarter (.25) mile from the '0' start.

2.Q. TIRES

It is recommended that tires are rated for the appropriate speeds and, use is at the sole discretion of the participant. The rider has the sole responsibility of inspecting the condition of the tire before and after each run.

2.R. VALVE CAPS AND STEMS *

All motorcycle & streamliners must have metal valve caps on tube type tires. Motorcycles & streamliners with tubeless tires are required to have straight, threaded metal valve stems. Angled valve stems are not permitted.

2.S. WHEELS *

Wheel alignment and balance and tire run-out are the sole responsibility of the participant. Wheel discs are not permitted on the front. Front wheel must have cross-ventilation at a minimum of 25% of total wheel surface, except for streamliners and sidecars where the wheel is enclosed by the bodywork. Rear wheels without cross-ventilation are permitted. The use of “spinner” style wheels or any wheel design that incorporates movable pieces while vehicle is in motion is prohibited. Wheels must be as designed and produced by the manufacturer with no weight reducing methods employed by the participant. i.e. grinding or shaving.

2.T. RIDER CONTROL

All riders must demonstrate the ability to access all vehicle controls (foot and hand). They must also demonstrate their ability to move the motorcycle to be able to clear the course without assistance (streamliners excluded).

CHAPTER THREE:

CLASS DESIGNATION

Motorcycle classes are listed as follows:

- 1.) Displacement Class
- 2.) Frame Class
- 3.) Engine Class

For example – a production motorcycle with a production supercharged engine of 1350cc would be listed as: 1350-P-PB

3.A. ENGINE DISPLACEMENT CLASSIFICATION

All displacement measurements are in cubic centimeters. Motorcycles/Streamliners will be placed in the next higher classification when cubic centimeters exceed the maximum for the class. Displacement class must be the lowest class in which the displacement is legal (i.e. a 645cc motorcycle CANNOT enter the 750cc class).

Displacement Class	Maximum CC
50	50
100	100
125	125
175	175
250	250
350	350
500	500
650	650
750	750
1000	1000
1350	1350
1650	1650
2000	2000
3000	3000

Note: Diesel and Electric Classes do not follow the engine displacement classification. See Sections 12.S & T (diesel) and 12.U. (electric) for displacement classifications.

3.B. FRAME CLASSIFICATION		CHAPTER
P	Production	4
M	Modified	5
MPS	Modified Partial Streamlining	6
A	Special Construction	7
APS	Special Construction Partial Streamlining	8
S	Streamliner	9
SC	Sidecar	10
SCS	Sidecar Streamliner	11

3.C. ENGINE CLASSIFICATION

CHAPTER/SECTION	
P	Production 12.A
PP	Production Pushrod 12.B
PV	Production Vintage 12.C
PB	Production Supercharged 12.D
PG	Pushrod: Gasoline 12.E
PF	Pushrod: Fuel 12.F
PBG	Pushrod, Supercharged: Gasoline 12.G
PBF	Pushrod, Supercharged: Fuel 12.H
VG	Vintage: Gasoline 12.I
VF	Vintage: Fuel 12.J
VBG	Vintage, Supercharged: Gasoline 12.K
VBF	Vintage, Supercharged: Fuel 12.L
AG	Modified: Gasoline 12.M
AF	Modified: Fuel 12.N
BG	Supercharged: Gasoline 12.O
BF	Supercharged: Fuel 12.P
UG	Unlimited: Gasoline 12.Q
UF	Unlimited: Fuel 12.R
D	Diesel 12.S
DB	Diesel 12.T
W	Electric & Solar 12.U

CHAPTER FOUR:

“P”

PRODUCTION FRAME CLASS

*Definition- **

A production motorcycle frame defined as produced by a recognized manufacturer. A minimum of 500 frames must be produced for sale to the general public and available through retail dealers. All production class motorcycles must be presented in street legal condition i.e., frame, forks, gas and oil tanks, seat, front and rear lighting, fenders, wheels, brakes, air intake box and (unmodified) exhaust system.

All production class motorcycles must be accompanied with a Factory Parts book and Repair Manual specific to that entry, and presented at the time of scrutineering, and at final impound (if certifying a record).

The following modifications will be acceptable:

4.A. ACCEPTABLE REMOVALS

License plate frame and bracket, air cleaner element, and toolbox are acceptable production class items that can be removed.

4.B. CHAIN GUARD

A chain guard is mandatory on all exposed chains unmodified from their stock equipment.

4.C. FOOT PEGS

Required, original equipment. Rear (passenger) foot rests must be removed.

4.D. HANDLEBARS

Handlebars are restricted to 15” above, 4” in front of original mount or 4” lower. All handlebars that mount to the original mount and meet the criteria in this section are acceptable.

4.E. LIGHTING, INSTRUMENTS

Lighting and instruments must be original equipment as stated in the definition above. Headlamps, turn signal lenses, and tail lamp lenses must be cross-tapped. Non-integrated lamps and signals may be removed. See section 2.H.

4.F. RIM AND TIRE

If necessary to meet tire speed requirements, optional rims may be substituted. See section 2.Q and 2.R.

4.G. SIDE AND CENTER STANDS

Side and center stands to be secured in the UP position with “Zip Ties” or Safety wire, prior to making run.

4.H. WINDSHIELD, FAIRINGS, SIDE COVERS, SEATS

Motorcycles originally factory equipped with a fairing and windshield, seat and side covers must participate with original equipment. The fairings and windshield must remain is original appearance (height, width and contour). For explanation of original equipment see definition at beginning of chapter.

CHAPTER FIVE:

“M”

MODIFIED FRAME CLASS

*Definition- **

This section is designed to advance the efficiency of motorcycles attempting records and increase the strength and stability. Overall construction of the modified frame must be based on the original production design and geometry and not purpose built.

Acceptable alterations include modifications of steering head angle and removal of miscellaneous brackets and braces.

Half of the original cross structure members must be retained from the transmission forward to insure structural integrity. Modified frame class may be subject to special scrutineering of structure welds. The lowest part of seat and handlebar grips must not exceed an imaginary line drawn between the tops of the rims.

Modified frame class can include factory produced off road, limited production and road racing motorcycles with less than 500 in production. This class does NOT include factory produced road racing or any other specialized racing models unless available to the general public.

Bikes that meet the requirements for the Modified Frame Class by definition, cannot also run in the ‘A’ Special Construction class during the same meet.

5.A. AXLES AND WHEELS

The minimum, non-stock wheel replacement size is 15”. Front and rear axle material must be of Titanium or steel alloy only.

5.B. BRAKES

Rear brakes (required) must be actuated from the handlebars or foot peg position. Front brakes are not required in this class. Hydraulic Drum/ shoe and disc brakes assemblies are acceptable.

5.C. CHAIN/BELT GUARD

Minimum length of belt guard is 1 1/2 times the total span and a minimum of 1/4" wider than the belt. Primary cover is mandatory. Belt/chain cover must extend from the center of the primary to the outer most edge of the rear sprocket.

5.D. EXHAUST AND MUFFLERS

Length of exhaust/ muffler assembly must not extend past the rear edge of the rear tire.

5.E. FOOT PEGS

Foot pegs must be a minimum of 6" ahead of rear axle.

5.F. FRONT AND REAR FENDERS

Front and rear fenders may be removed. Generic, replacement type fenders may be substituted. Rear fenders may not extend beyond the centerline of the rear axle. Elongated seat may act as rear fender and is subject to scrutineering.

5.G. FRONT FORKS

Center hub steering in any form is prohibited, unless originally manufactured at the factory. Front forks are subject to scrutineering for strength and stability.

5.H. GASOLINE TANK

Aftermarket gas tank is permitted with a minimum capacity of 1.32 gallons, mounted in the original position.

5.I. MULTIPLE ENGINES

Multiple motorcycle engines are not permitted in modified class. Motorcycle engines cannot exceed 3000cc.

5.J. OPEN CLASS *

Open class motorcycles do not permit streamlining. Streamlining is anything that has the perceptible purpose of directing, controlling

or limiting the airflow around the motorcycle and/or rider, or are placed to reduce aerodynamic drag (fenders excluded).

CHAPTER SIX:

“MPS” MODIFIED PARTIAL STREAMLINING CLASS

In addition to rules for the “Modified” class, (see **5.A. – 5.J.**) these following rules apply to “Modified Partial Streamlining Class”.

The O.E.M. fairing and bodywork and tail section are permitted. All parts must be mounted in their original positions. Additional mounting points are permitted.

6.A. PARTIAL STREAMLINING

Minimum of 180 degrees must be showing of the front and rear tire and wheel. It must not be blocked by streamlining. There must be no streamlining forward of the leading edge of the front tire exceeding 2 inches. There shall be no streamlining beyond the rear edge of the rear tire. No streamlining beyond the rear axel is permitted to be lower than the top rim of the rear wheel.

Streamlining is limited to seat/tail section and windshield/fairing.

The rider, in the racing position must be entirely seen from either side of the motorcycle, hands & forearms excluded. Windshields are the only acceptable use of transparent material.

CHAPTER SEVEN:

“A”

SPECIAL CONSTRUCTION CLASS

Definition-

Special construction class frame is unlimited in design, with the following exceptions:

- 1.) The seat area (farthest to rear) must not be above the apex of the tire AND behind the a line drawn vertically upwards through the rear axel.
- 2.) Driven by rear wheel only.

Frames in this class will be scrutinized and entrants in this class may be asked to provide test certifications on components and stress examination as required. Center steering or forks are permitted. The participant is responsible for the structural integrity and fitness of the design, assembly and welding in this class. This class is intended for purpose built motorcycles.

7.A. BRAKE SYSTEM

Rear brakes (required) must be actuated from the handlebars or foot peg position. Front brakes are not required in this class. Hydraulic Drum/ Shoe and disc brake assemblies are accepted.

7.B. ENGINE

Any combination of engines, not to exceed two are allowed. Combined engine displacement cannot exceed maximum of 3000cc.

7.C. EXHAUST AND MUFFLERS

Length of exhaust/ muffler assembly must not extend past the rear edge of the rear tire.

7.D. FENDERS

Front and rear fenders may be removed. Generic replacement type fenders may be substituted and may not extend beyond the

centerline of front or rear axle. Elongated seat may act as rear fender and is subject scrutineering.

7.E. FOOT PEGS

Mandatory equipment, location of foot pegs is discretionary.

7.F. FUEL TANK

Must be securely mounted, attention to craftsmanship.

7.G. OPEN CLASS *

Open class motorcycles do not permit streamlining. Streamlining is anything that has the perceptible purpose of directing, controlling or limiting the airflow around the motorcycle and/or rider, or are placed to reduce aerodynamic drag (fenders excluded).

CHAPTER EIGHT:

“APS”

SPECIAL CONSTRUCTION PARTIAL STREAMLINING CLASS

In addition to rules for the “Special Construction” class (see **7.A. – 7.H.**) these following rules apply to “Special Construction Partial Streamlining Class”.

8.A. PARTIAL STREAMLINING

Minimum of 180 degrees must be showing of the front and rear tire and wheel. It must not be blocked by streamlining. There must be no streamlining forward of the leading edge of the front tire exceeding 2 inches.

Streamlining is limited to seat/tail section and windshield/fairing. The rider, in the racing position must be entirely seen from either side of the motorcycle, hands & forearms excluded. Windshields are the only acceptable use of transparent material.

8.B. SEAT/ TAIL SECTION

Seat/tail section streamlining must meet the following criteria. Streamlining must not extend beyond the rear edge of the rear tire more than 8 inches. No streamlining beyond the rear axel is permitted to be lower than the top rim of the rear wheel.

CHAPTER NINE:

“S”

STREAMLINER CLASS

*Definition- **

Streamliners are defined as a two-wheeled motorcycle with an unlimited wheelbase that must leave a single track. The rider must be restrained inside a structure capable of completely containing and protecting the rider, including arms and legs during loss of control events. Careful attention should be paid to restraints which maintains the rider's normal seating position during high energy loss of control event.

Due to the specialized nature of streamliners all participants are encouraged to address questions about guidelines to the AMA and the promoters prior to entry.

Builders of any frame other than those constructed of steel must submit frame structure information to the promoters that document the durability of the structure. Builders may be asked to provide test certifications on components and stress examination as required.

9.A. BATTERIES *

Batteries mounted in the rider compartment must be inside of an acid spill proof and sealed box. Batteries mounted in alternate areas must be secured in with metal framework and substantially mounted. Tie straps and bungee style cords are not permitted as battery hold down. Two well marked and identified battery disconnect switches; inside the cockpit and outside on the rear or top of the streamliner are mandatory.

9.B. BRAKES/ WHEELS

Rear brake is minimum requirement in this class. Wheel and tire size are unlimited but must meet regulations in 5A and 5B.

9.C. CANOPY AND WINDSHIELD *

The canopy assembly must be removable without the use of any tools, from the inside and the outside. The outside of the streamliner must have clear markings with specific instruction for removal. The rider must be able to exit the streamliner with out any assistance, upright or on it's side. Canopy windshield must be constructed of shatterproof plastic with 120 degrees of horizontal vision from the rider's position forward. The Canopy shall be clear of any obstructions and shall not be attached to the steering mechanism nor any other control mechanisms of the streamliner.

9.D. CLASS AND NUMBER DISPLAY *

Each streamliner must have numbers/letters in a minimum area of 10"x12" displayed on both sides. Numbers must be displayed in a contrasting color to that of the body of the streamliner. Class designation must also be displayed (see section 2.I.)

9.E. DRIVER SUIT & HELMET *

An approved riders suit is mandatory. A minimum suit requirement is SFI 3-2A/15 or higher rating. Accessories (boots Gloves etc) must be a minimum SFI 3.3/5 rating, however it is recommended that the rating for the suit, gloves and boots are rated the same minimum (15 or higher).

Helmets for streamliners must be of the SA construction with NOMEX interior liner.

9.F. ENGINE

Streamliner class is limited to one or two motorcycle engines with a combined displacement not to exceed 3000cc.

9.G. EXTERNAL CONTROLS

Including all features stated in these streamliner guidelines, external operations of the following functions are required:

- Ignition-Main shut off
- Riders Compartment exit

All external access and operation points must be clearly marked on the exterior of the streamliner.

It is recommended that the fire extinguisher(s) also have external operating controls.

9.H. FIREWALL AND TANK REQUIREMENTS *

The engine and fuel compartments must be sealed off from the rider with a minimum of one firewall in a manner to prevent exploding parts, heat and liquids from entering the rider compartment. The minimum firewall thickness will be .060" steel. Aluminum firewalls are not recommended, however if in place they must be a minimum of .125" thickness. Fire resistant matting is recommended for all firewalls. The engine and fuel compartments must have sufficient drainage. Wiring, linkage and controls must be sealed through firewall to avoid leakage. A bulkhead must separate the rider from the front wheel. Fuel and oil tank(s) are not permitted inside of the rider compartment. Fuel lines must not enter the rider compartment. Water will be the only engine coolant allowed. Water wetter agents are allowed.

9.I. FIRE EXTINGUISHING *

A manually controlled fire extinguisher system must be installed in this class. Automatic systems with a heat-sensing switch must also have a manual control to override the extinguishing system. One manual emergency control is mandatory, within the reach of the rider and must stay activated once pulled. It is recommended that the extinguishing system must also be able to be activated from the exterior of the streamliner.

A minimum of 5lbs. of extinguishing agent is required. Approved and certified extinguishing agents are allowed in confined space. All nozzles, lines, and valves must be securely mounted. Hose clamps are not acceptable.

Installation of extinguisher must be to the manufacturers specifications for the specific size and shape of the riders compartment. All extinguishing equipment must have an inspection or full tag not more than twelve months old. All extinguishing systems are subject to scrutineering.

Minimum extinguishers requirement for streamliners are:

0-150 MPH – 5lbs minimum for rider area

151MPH and above – 10lbs. The extinguisher areas covered must be divided between the rider and engine compartments, minimum of 5lb for rider, 5lb for engine compartment.

Two separate systems are recommended.

Halon agents are not permitted.

All tow and push vehicles in this class must be equipped with a minimum of one, 5lb. fire extinguisher.

9.J. FUEL SHUTOFF

Streamliners must have a positive fuel shutoff. Shutoff must be activated from riders compartment.

9.K. PARACHUTE

All streamliners are required to have a parachute. Entrants in this class with records above 250 MPH are required to have a high speed and low speed parachute.

Streamliners in this class with open tail must be equipped with automatic actuator that releases the parachute at 80 degrees from upright. Streamliners with closed tail must automatically actuate parachute at 50 degrees from upright.

Riders must be able to activate the parachute without their hands leaving the steering mechanism. All parachutes must be mounted to a cross frame member. Parachutes are inspected at scrutineering for ease of deployment and packing procedure. Any failure in parachute operation or handling troubles associated with parachute operation will require re-scrutineering. Size, mounting of parachute and tether lines must be installed according to parachute manufacturers specifications.

9.L. ROLL CAGE *

It is recommended that streamliners have minimum of two roll bars, one forward of the rider's head and one behind the rider's head. The protective cage shall extend past the rider's feet and should protect the rider from all sides and directions. Roll bars

should have a minimum outside diameter of 1 1/4", a .090" normal wall thickness, steel cap, .090" thick. The upper 140 degrees of the of the riders head and braced on each side to main frame. Gussets are required at the junction of the roll cage and chassis tubes. The rider with their helmet on must not have more than 2" head movement within the roll bar. Foam padding, which has a minimum one-quarter (1/4) inch compression and meets SFI 45.1 or FIA specification must be installed around the head hoop or head area, as well as all head hoop supports in the roll cage assembly.

Seats are considered an integral part of the rider restraint and protection within the roll cage. Steel or aluminum seats must be welded or securely bolted to the chassis and be constructed of .060 steel or aluminum. Seat backs must be supported by chassis members or equivalent strength structure. All non-metal seats must maintain rider seating position and restraint belt tension during a loss of control event.

Rider leg area must be inside the chassis and the cage structure top side and bottom. If there is movable above the rider's legs it must be constructed of the material similar in strength to the tube requirement. Hinge and securing hardware must be a minimum of 3/8" diameter grade 8 fasteners at 4 points minimum. Any other roll cage design must be tested for strength and have finite element study to prove its strength by a qualified expert or a person holding qualifications of a recognized institute (Engineering Firm etc).

9.M. STEERING

All steering including links, rods, and cables must move unbound through streamliner body and firewall and be free without excessive play. Steering assembly must be ridged mounted to the frame.

Streamliners equipped with long steering rods, must be able to collapse and have secondary stops. All steering components must have grade 5 or better bolts. Welds on steering components will be scrutinized and may be subject to X-ray certification.

Quick disconnects for handlebars are permitted.

9.N. RIDER RESTRAINT AND SYSTEMS *

Installation of shoulder and seat belts must be to the manufacturers specifications, labeled with the date of manufacturer, being no more than five years from the date of inspection.

Shoulder and seat belts must be attached to the protective cage tubing. Bolt in restraint belts must use belt manufacturer supplied or similar hardware. Mounting plates welded to the chassis must be a minimum .125" thickness with a minimum 1" radius material in the load path outside the bolt circumference. Belts must be attached to the tubing in line with the direction of pull as close to the rider as is practicable. Shoulder belts passing over tubing and remotely attached to a different distant chassis member will not be allowed. **Aluminum hardware as a component of any belt system is not permitted.** Latch type belt release systems must be resistant to arm restraints releasing the latch.

Arm restraints are mandatory with anchor points to harness assembly, secured to the frame. Rider released leg restraints are compulsory for any streamliner where is not a welded or bolted structure over the leg area. Rider reusable leg restraints are recommended in all cockpits. Net type leg restraints are acceptable as long as the net will allow the rider to exit the streamliner without assistance.

Belt and harness mounting hardware must not be exposed.

All streamliners require a 7-point harness.

A SFI 38.1 type helmet restraint system is strongly recommended for over 200mph closed cockpit motorcycles.

9.O. STREAMLINER COMPARTMENT (COCKPIT)

Roll cage and interior panels must protect the rider from any of the rider's extremities from extending outside of the rider compartment. All mounting tabs, brackets, and protrusions must be free of sharp edges. The rider compartment must have an outside air source.

All riders must demonstrate exiting ability from the riders compartment without assistance during scrutineering.

9.P. TRIAL RUNS

All streamliners and/or new riders of streamliners may be required to make a series of trial runs to exhibit stability during incremental speeds at the discretion of the meet officials. All trial runs must be with parachute in full operation and the use is to be demonstrated.

9.Q. SKIDS

Motorcycle streamliners that use skids must have a positive up-locking and positive down-locking feature. Skids must have a turned up front edge to avoid digging into the salt surface and must be raised in the up position as soon as the streamliner stability is achieved.

CHAPTER TEN:

“SC”

SIDECARS

Sidecars are defined as by the use of a two-wheel motorcycle with a third wheel attached to a sidecar leaving two separate and distinct tracks with front wheel track being covered by rear wheel track. The chassis and suspension can be of traditional motorcycle design with sidecar chassis attached, utilizing body and platform panels. Attached sidecars integrated into a special construction chassis are allowed. Sidecar can be mounted on right or left of the rider. Mounting brackets, universal or ridged bar fittings for rigidity, application and sufficient depth of engagement will be scrutinized. Any and all attaching hardware for the sidecar to the motorcycle must be safety wired and visible and are subject to scrutinizing. Special attention will be made to the sidecar construction, mounting hardware and sufficient distribution of stress with the sidecar mounted. Universal brackets and hardware are prohibited. All of chapters 2, 5 and 7 apply to this class.

10.A. ENGINE POSITION

Any combination of motorcycle engines not to exceed two is allowed. Combined engine displacement of a maximum of 3000cc must be mounted on a centerline between front and rear wheel.

10.B. FRONT/ REAR WHEEL *

Rear wheel drive only. Front and rear wheel size is restricted to 10” minimum and sidecar minimum of 5” diameter.

10.C. PASSENGER PLATFORM

The sidecar platform must be large enough to allow a passenger to ride in the sidecar. The minimum dimensions of the passenger’s space on the platform are 32” long by 12” wide.

If carrying a passenger:

A shield must cover the sidecar wheel and tire on the inside of the passenger platform. There must be a handhold mounted for the passenger. The sidecar mounting hardware and/or ridged bars may not be used as designated handholds. Passenger must ride in kneeling or prone position.

In lieu of a passenger:

A minimum ballast or weight of 60kg (approx 132lbs) must be securely mounted in the Sidecar.

10.D. RIDER LOCATION

Rider must control the motorcycle/sidecar from the seating or kneeling or kneeling position on the Tire tread centerline between the front and rear wheels. Standard motorcycle handlebars are required. The rider and intended passenger must be able to exit the motorcycle and sidecar outfit without restrictions or assistance.

10.E. STEERING

Steering damper is mandatory. Steering by front wheel only. Center hub, spindle steering/ suspension system is permitted.

10.F. TRACK AND WHEELBASE

Track is measured from the center of the rear wheel tire to the center of the sidecar wheel tire and must not be less than 32 inches. Overall wheelbase of the motorcycle as measured between centerline of front and rear axels cannot be less than 50" or more than 110".

10.G. WINDSHIELD/ FAIRINGS

The rider's upper torso, in the racing position must be seen from either side of the motorcycle, hands excluded. Dustbin style fairings can be used and windshields are the only acceptable use of transparent material.

CHAPTER ELEVEN:

“SCS”

SIDECAR STREAMLINER

11.A. SIDECAR STREAMLINER

Originality of construction is encouraged. Unlimited wheelbase is permitted. This class must meet criteria in chapter 9 with exclusion of “skids”. Sidecar size minimums in this section are applicable. Rider location other than what is listed in this section must run in this class. The rider must be able to exit the motorcycle without restriction or assistance.

11.B. TEST RUNNING

All sidecar streamliners in this class may be required to make a series of trial runs to exhibit stability during incremental speeds. Sidecar ballast or wheel alignment adjustment may be compulsory.

CHAPTER TWELVE:

ENGINE BY CLASSIFICATION

12.A. PRODUCTION: “P”

The same engine must be used that was originally installed in the specific motorcycle at the time of production and must meet the definition set in the ‘P’ frame class (Ch 4). Original equipment must include cylinders, cases (crankcases), heads, carburetion or throttle body (stock venturi), kick-starter or electric starter. Displacement determines the class. Increased displacement beyond the class limit will place the motorcycle in the correct class. GASOLINE ONLY. Fuel not permitted in this class. See section 2.F.

12.B. PRODUCTION, PUSHROD: “PP”

With camshaft located below the cylinder to head deck, push rods that open valves with use of individual lifters. Section 12.A. also applicable.

12.C. PRODUCTION, VINTAGE: “PV”

Same as 12.A. but production date prior to 1956.

12.D. PRODUCTION, SUPERCHARGED: “PB”

Turbocharger or supercharger allowed if installed at time of manufacture and not installed as aftermarket equipment. Same as other production class 12.A.

12.E. PUSH ROD: GASOLINE “PG”

With camshaft located below the cylinder to head deck, push rods that open valves with use of individual lifters. Must have same number amount of valves in the cylinder head as produced by the original manufacturer.

GASOLINE ONLY. See section 2.F.

12.F. PUSH ROD: FUEL “PF”

With camshaft located below the cylinder to head deck, push rods that open valves with use of individual lifters. Must have same number amount of valves in the cylinder head as produced by the original manufacturer.

NO FUEL RESTRICTIONS. See section 2.E.

12.G. PUSH ROD, SUPERCHARGED: GASOLINE “PBG”

With camshaft located below the cylinder to head deck, push rods that open valves with use of individual lifters. Mechanically driven supercharger and/or exhaust driven turbocharger mandatory. Use of water injection is acceptable. Water container is sealed by scrutineering.

GASOLINE ONLY. See section 2.F.

12.H. PUSH ROD, SUPERCHARGED: FUEL “PBF”

With camshaft located below the cylinder to head deck, push rods that open valves with use of individual lifters. Mechanically driven supercharger and/or exhaust driven turbocharger mandatory.

NO FUEL RESTRICTIONS. See section 2.E.

12.I. VINTAGE: GASOLINE “VG” *

Motorcycle engines production date prior to 1956. Flathead, OHV, and 2 stroke engines must retain the O.E.M. Heads, Cylinders, and Crankcases originally installed at time of factory production. Allowable overbore in this class is .050” (inch).

GASOLINE ONLY. See section 2.F.

12.J. VINTAGE: FUEL “VF” *

Motorcycle engines production date prior to 1956. Flathead, OHV, and 2 stroke engines must retain the O.E.M. Heads, Cylinders, and Crankcases originally installed at time of factory production. Allowable overbore in this class is .050” (inch).

NO FUEL RESTRICTIONS. See section 2.E.

12.K. VINTAGE, SUPERCHARGED: GASOLINE “VBG” *

Motorcycle engines production date prior to 1956. Flathead, OHV, and 2 stroke engines must retain the O.E.M. Heads, Cylinders, and Crankcases originally installed at time of factory production. Mechanically driven supercharger and/ or exhaust driven turbocharger mandatory. Use of water injection is acceptable. Water container is sealed by scrutineering. Allowable overbore in this class is .050” (inch).

GASOLINE ONLY. See section 2.F.

12.L. VINTAGE, SUPERCHARGED: FUEL “VBF” *

Motorcycle engines production date prior to 1956. Flathead, OHV, and 2 stroke engines must retain the O.E.M. Heads, Cylinders, and Crankcases originally installed at time of factory production. Mechanically driven supercharger and/ or exhaust driven turbocharger mandatory. Allowable overbore in this class is .050” (inch).

NO FUEL RESTRICTIONS. See section 2.E.

12.M. MODIFIED: GASOLINE “AG”

Unlimited design. Superchargers and Turbochargers not allowed. Construction must include a majority of motorcycle engine parts. Fuel injection is allowed.

GASOLINE ONLY. See section 2.F.

12.N. MODIFIED: FUEL “AF”

Unlimited design. Superchargers and Turbochargers not allowed. Construction must include a majority of motorcycle engine parts. Fuel injection is allowed.

NO FUEL RESTRICTIONS. See section 2.E.

12.O. SUPERCHARGED: GASOLINE “BG”

Mechanically driven supercharger and/ or exhaust driven turbocharger mandatory. Unlimited design. Construction must include a majority of motorcycle engine parts. Fuel injection is allowed. Use of water injection is acceptable. Water container is sealed by scrutineering.

GASOLINE ONLY. See section 2.F.

12.P. SUPERCHARGED: FUEL “BF”

Mechanically driven supercharger and/ or exhaust driven turbocharger mandatory. Unlimited design. Construction must include a majority of motorcycle engine parts. Fuel injection is allowed.

NO FUEL RESTRICTIONS. See section 2.E.

12.Q. UNLIMITED: GASOLINE “UG”

No advancement in class for Supercharger/ Turbocharger. Motorcycles may use any “OTTO” cycle type reciprocation, or wankle style engine

GASOLINE ONLY. See section 2.F.

12.R. UNLIMITED: FUEL “UF”

No advancement in class for Supercharger/ Turbocharger. Motorcycles may use any “OTTO” cycle type reciprocation, or wankle style engine

NO FUEL RESTRICTIONS. See section 2.E.

12.S. DIESEL: “D”

DIESEL FUEL ONLY. All other sub-classifications apply (except class AF) as to engine design, equipment and size.

Displacement Class	Maximum CC
750	750
1500	1500
3000	3000

12.T. DIESEL, SUPERCHARGED: “DB”

Mechanically driven supercharger and/ or exhaust driven turbocharger mandatory. DIESEL FUEL ONLY. All other sub-classifications apply (except class AF) as to engine design, equipment and size.

Engine displace based on table in section 12.S.

12.U. SOLAR/ELECTRIC: “W”

This engine class is classified and measured by weight:

Weight Class	Maximum weight
150kg (330.7lb)	150kg
300kg (661.4lb)	300kg
Unlimited	-

(Note: Pound weights are converted from the Kilogram weight to match the FIM regulations for this class).

12.U (I) BATTERIES

All batteries must be secured by substantial mechanical means. Batteries must be mounted in with metal framework. Tie straps and bungee style cords are not permitted as battery hold down.

12.U (II) MOTOR CONTROLLER SHUT OFF

The motor controller must have a means of deactivation that must be attached to the rider with a lanyard

12.V. OTHER PROPULSION: “X”

Rules governing these classes will be issued as each case is presented.

CHAPTER THIRTEEN:

NATIONAL RECORDS

<i>Class</i>	<i>Speed</i>	<i>Rider</i>	<i>Make</i>	<i>Year</i>
50 Cubic Centimeters (Approximately 3 Cubic Inches)				
M-AG	70.314	Walsh, T.	Honda	1974
M-AF	74.752	Wagner, B	Cobra	2005
MPS-AG	81.986	Ahrens, Jim	Kreidler	1977
MPS-AF	77.128	Sills, Andy	Aprillia	2007
A-AG	72.558	Packard, D.	Suzuki	1969
A-AF	80.949	Packard, D.	Suzuki	1973
APS-AG	75.364	Packard, D.	Suzuki	1970
APS-AF	82.264	Packard, D.	Suzuki	1970
S-AG	121.439	Noyes, E	Buddenbaum	2006
S-AF	144.921	Buddenbaum, J	Buddenbaum	2008
SCS-AF	80.427	McLeish, D	Van Butler	2005
100 Cubic Centimeters (Approximately 6.1 Cubic Inches)				
M-AG	93.137	Conway, T.	Kawasaki	1973
M-AF	96.618	York, P.	Honda	1974
MPS-AG	93.186	Conway, T.	Kawasaki	1974
MPS-AF	102.748	Bowns, B.	Honda	1976
A-AG	92.422	Conway, T.	Kawasaki	1975
A-AF	91.666	Eckhardt, D.	Suzuki	1973
APS-AG	100.447	Eckhardt, D.	Suzuki	1971
APS-AF	104.395	Bowns, Bryan	Honda	1977
S-AG	142.864	Hunter, E	Swedetech/Costella	2008
S-AF	151.425	Noyes, E	Buddenbaum	2008
125 Cubic Centimeters (Approximately 7.6 Cubic Inches)				
M-AG	115.383	Meola, G	Honda	2008
M-AF	117.221	Meola, G	Honda	2008
MPS-AG	126.305	Zaloom, D	Honda	2007
MPS-AF	128.955	Zaloom, D	Honda	2008
A-AG	125.75	Kolb, S	Honda	2008
A-AF	124.828	Kolb, S	Honda	2008
APS-AG	133.168	Grufstedt, PC	Morbideilli	1978
APS-AF	136.537	Barker, R.	Can-Am	1973
S-AG	125.594	Grufstedt, PC	Morbideilli	1977
S-AF	137.399	Grufstedt, PC	Morbideilli	1978
175 Cubic Centimeters (Approximately 10.6 Cubic Inches)				
M-AG	106.023	Ebersole, Dale	Yamaha	1977
M-AF	105.858	Ebersole, Dale	Yamaha	1978
MPS-AG	113.032	Wagner, B	Honda	2005
MPS-AF	104.564	Kushdilian, P.	Bridge	1971
A-AG	106.944	Brigham IV, H.	Can-Am	1976
A-AF	106.315	Brigham IV, H.	Can-Am	1976
APS-AG	120.098	Wagner, B	Honda	2005
APS-AF	126.515	Wagner, B	Honda	2004

250 Cubic Centimeters (Approximately 15.2 Cubic Inches)

M-P	87.624	Gills, W	Aprillia	2007
M-AG	139.369	Wagner, B	Honda	2006
M-AF	141.677	Wagner, B	Honda	2007
MPS-AG	144.387	Vickery, S.	Yamaha	1978
MPS-AF	163.618	Edwards, A	Aprillia	2006
A-AG	133.022	Fair, HB	Yamaha	1978
A-AF	141.698	Wagner, B	Honda	2008
APS-PG	91.336	Riggs, D	HD	2007
APS-AG	152.175	Wagner, B	Honda	2006
APS-AF	139.436	Wagner, B	Honda	2008
S-AG	172.455	Vesco, D.	Yamaha	1972
S-AF	189.529	Vesco, D.	Yamaha	1973
SCS-F	145.226	McLeish, D	Honda	2004
APS-PF	51.386	Bennett Jr. M	Triumph	2008
M-PG	69.921	Allen, C T	Triumph	2008
MPS-PG	73.835	Allen, B	Triumph	2008
P-P	98.959	Smith, C	Kawasaki	2008

350 Cubic Centimeters (Approximately 21.3 Cubic Inches)

M-AG	138.995	Jensen, C.R.	Yamaha	1978
M-AF	136.171	Jensen, C.R.	Yamaha	1978
MPS-AG	148.727	Eriksen, B.	Yamaha	1976
MPS-AF	156.661	Edwards, A	Yamaha	2006
A-VG	60.277	Brophy, R	Wizzer	2005
A-AG	141.928	Eckhardt, D.	Yamaha	1974
A-AF	139.593	Eriksen, B.	Yamaha	1975
A-BF	96.32	Omer, J	Honda	2007
APS-AG	159.893	Eriksen, Brian	Yamaha	1977
APS-AF	151.901	Eriksen, B.	Yamaha	1975
S-AG	189.622	Gullet, C	Costella	2007
S-AF	202.445	Vesco, D.	Yamaha	1973
SC-AG	116.097	Frazeur, D	Yamaha	2008

500 Cubic Centimeters (Approximately 30.5 Cubic Inches)

P-P	112.476	Cook, B	Honda	2006
P-PB	122.644	Kott, J	Honda	2005
P-PBG	126.747	Claridge, M	Honda	2007
M-P	123.411	Wolbrink, M	Kawasaki	2008
M-PG	107.391	Cobb, K	Buell	2008
M-VG	109.622	Szoldrak, J	Royal Enfield	2008
M-VF	86.842	Jessup, G	Triumph	2007
M-AG	139.006	Eriksen, B.H.	Yamaha	1978
M-AF	145.22	Eriksen, B.H.	Yamaha	1978
MPS-P	131.431	Kilkenny, K	Kawasaki	2008
MPS-PG	110.723	Cobb, K	Buell	2008
MPS-AG	167.971	Vesco, D.	Yamaha	1975
MPS-AF	156.376	Eriksen, B.H.	Yamaha	1978
A-PG	111.684	Keyes, S	Honda	2008
A-PF	111.378	Scroggins, R	Westlake	2008
A-VG	91.737	Kerkoff, L	BMW	2008
A-AG	137.532	Isley, R.	Kawasaki	1971
A-AF	142.602	Gansberger, T	Honda	1978
APS-PG	114.051	Keyes, S	Honda	2008
APS-VG	104.117	Ratermann, E	BMW	2008
APS-AG	157.236	Eriksen, B.H.	Yamaha	1978

500 Cubic Centimeters (Approximately 30.5 Cubic Inches) CONTD...

APS-AF	152.366	Eriksen, B.H.	Yamaha	1978
S-AG	234.989	Gullet, C	Costella	2008
S-AF	212.288	Thomas, J.	Triumph	1958

650 Cubic Centimeters (Approximately 39.6 Cubic Inches)

P-P	128.311	Alter, K	Suzuki	2008
M-P	102.1	Mielke, M	Yamaha	2008
M-PP	98.374	Anderson, S	Triumph	2008
M-PG	120.293	Kedinger, K	HD	2004
M-VG	84.265	O'Brien, J	Triumph	2008
M-AG	143.471	Kott, J	Yamaha	2006
M-AF	146.266	Harris, D.	Triumph	1966
M-BG	173.038	Sutton, T	Yamaha	2008
M-BF	172.98	Sutton, T	Yamaha	2008
MPS-P	129.873	Alter, K	Suzuki	2008
MPS-PG	119.623	Parsley, T	Buell	2006
MPS-PF	130.188	Parsley, T	Buell	2006
MPS-AG	172.365	Petrun, M	Kawasaki	2006
MPS-AF	147.228	Neeley, C	Suzuki	2007
MPS-BF	191.989	Schaller, D	Honda	2007
A-AG	147.471	Kott, J	Honda	2008
A-AF	159.542	Richards, G.	Triumph	1961
A-BG	102.042	Woods, W	Yamaha	2007
APS-AG	152.474	Goveia, E.	Kawasaki	1977
APS-AF	161.793	Richards, G.	Triumph	1965
APS-BG	162.47	Cole, T	Triumph	2008
S-AF	230.269	Johnson, B.	Triumph	1962
SC-AF	112.984	Meyer, J	Kawasaki	2008

750 Cubic Centimeters (Approximately 45.7 Cubic Inches)

P-P	169.626	Cooper, M	Suzuki	2006
P-PP	118.754	Wiley, J	Honda	2007
M-PV	72.614	Chance, R	Indian	2008
M-PG	159.903	Mellor, T	Triumph	2008
M-PF	130.369	Azquith, B	BMW	2008
M-VBG	100.664	Kott, F	Triumph	2007
M-AG	164.813	Broomall, J	Suzuki	2008
M-AF	167.337	Broomall, J	Suzuki	2008
MPS-PG	180.317	Mellor, T	Triumph	2008
MPS-AG	191.203	Vickery, W.	Yam	1975
MPS-AF	178.442	Vesco, D.	Yam	1974
MPS-BG	215.389	Watters, G	Suzuki	2008
MPS-BF	216.584	Higgins, J	Suzuki	2008
A-AG	144.481	Lackey Jr, R.	Triumph	1969
A-AF	160.173	Durkee, T.	Triumph	1974
APS-VG	108.931	Hector, T	HD	2006
APS-VF	113.289	Hector, T	HD	2006
APS-AG	152.08	Lamberd, G	Suzuki	2007
APS-AF	169.331	Gough, J.	Triumph	1969
S-AG	251.924	Vesco, D.	Yam	1970
S-AF	240.747	Vesco, D.	Yam	1975
SC-PV	57.802	Klinger, M	HD	2006
SC-VG	46.236	Logue, M	HD	2004
SC-VF	97.505	Kott, F	HD	2005
SC-VBG	81.567	Kott, F	HD	2005

1000 Cubic Centimeters (Approximately 61 Cubic Inches)

P-P	192.93	Porterfield, L	Honda	2008
P-PP	109.341	Bell, E	BMW	2008
P-AG	168.997	Bivins, J	MV Agusta	2007
P-BF	161.188	Capri, M	Triumph	2008
M-P	177.718	Bivins, J	MV Agusta	2008
M-PG	152.406	Hamel, S	Vincent	2006
M-VG	151.685	Dickerson, M	Vincent	2007
M-AG	171.06	Cook, J	Kawasaki	2008
M-AF	166.362	Bartlett, J.	Triumph	1974
M-BG	188.45	McBride, N	Suzuki	2007
MPS-P	119..226	Miller, B	Triumph	2008
MPS-PG	164.117	Hodgson, W	BMW	2006
MPS-AG	187.092	Johnson, B	Kawasaki	2008
MPS-AF	184.123	Bartlett, J.	Triumph	1974
MPS-BG	218.321	Starkweather, P	Suzuki	2006
A-PG	141.939	Daly, J	S & S	2008
A-PBG	128.16	Zetterquist, K	HD	2005
A-VG	112.237	Kott, F	HD	2004
A-VF	122.258	Kott, F	HD	2006
A-VBF	120.707	Kott, F	HD	2004
A-AG	150.502	Bartlett, J.	Triumph	1975
A-AF	165.48	Strickland, R.	BSA	1971
A-BG	135.34	Zetterquist	HD	2008
APS-PG	129.774	Daly, J	Buell	2007
APS-PBF	150.732	Goldammer, R	HD	2008
APS-AG	168.139	Bartlett, J.	Triumph	1975
APS-AF	175.437	Wilson, J.	Triumph	1975
APS-VF	120.137	Kott, F	HD	
S-PG	87.078	Sherrer, E	Norton	2006
S-AF	183.586	Munro, B.	Indian	1967
SC-VF	96.509	Kott, F	HD	2006
SC-AF	133.748	Murray, R	Suzuki	2008
SCS-AG	168.333	Anderson, C	Suzuki	2006

1350 Cubic Centimeters (Approximately 79.3 Cubic Inches)

P-P	203.77	Deluca, M	Suzuki	2006
P-PP	130.391	Cobb, E	Buell	2008
P-PV	84.33	Cook, J	Indian	2008
M-P	165.26	Johns, C	BMW	2008
M-PP	140.109	Huff, S	Buell	2008
M-PV	95.863	Morgan, S	Indian	2006
M-PG	161.441	Wilson, S	Buell	2007
M-PF	137.867	Woodman, P	HD	2006
M-VG	121.795	Patterson, EG	Norton	2008
M-AG	170.187	Snyder, T	Suzuki	2008
M-AF	168.436	Johns, C	BMW	2008
M- BF	220.736	McLeod, S	Suzuki	2008
MPS-P	205.724	Mills, D	Suzuki	2006
MPS-PP	152.545	Huff, S	Buell	2008
MPS-PG	174.274	Stauffer	Buell	2008
MPS-AG	202.685	Roberts, R	Suzuki	2006
MPS-AF	201.957	Abubakr	Kawasaki	2005
MPS-BG	252.832	Noonan, J	Suzuki	2005
MPS-BF	239.821	Assen, R	Suzuki	2008
A-PG	169.477	Wilson, A	HD	2008
A-VG	114.534	Iverson, D	Indian	2005

1350 Cubic Centimeters (Approximately 79.3 Cubic Inches) CONTD..

A-VF	117.972	Morgan, S	Indian	2006
A-AG	163.675	Machado, C.	Kawasaki	1977
A-AF	174.594	Whiteman, T.	HD	1978
APS-P	201.772	Mills, D	Suzuki	2008
APS-PG	154.98	Taylor, J	Buell	2008
APS-AG	203.962	Mills, D	Suzuki	2007
APS-AF	202.516	Mills, D	Suzuki	2008
APS-BF	217.029	Richmond, M	Suzuki	2007
S-PG	178.948	Wiley, J	HD	2006
S-AG	248.285	Vesco, D.	Yam	1974
S-AF	252.229	Vesco, D.	Yam	1976
SC-PF	154.485	Speranza, R	Custom	2006
SC-BF	146.589	Coleman, L	Suzuki	2008

1650 Cubic Centimeters (new class in 2004)

P-P	189.041	Scherer, W	Kawasaki	2006
P-PG	132.334	Reister, K	HD	2008
M-PG	148.307	Petire, L	HD	2006
M-PF	142.17	Jarosz, M	Custom	2008
M-VG	126.555	McAvoy, S	HD	2005
M-AG	196.053	Warner, B	Yamaha	2007
M-AF	174.699	Scherer, W	Kawasaki	2006
MPS-PG	187.092	Amo, J	HD Buell	2005
MPS-PF	213.193	Horton, T	Buell	2006
MPS-AG	182.073	Epps, B	Kawasaki	2007
MPS-AF	196.678	Scherer, W	Kawasaki	2008
A-PG	168.102	Bennett, R	HD	2005
A-AF	193.202	Knecum, S	Suzuki	2006
A-BF	142.17	Noonan, J	Suzuki	2008
APS-PG	186.777	Bennett, E	HD	2005
SCS-AF	154.324	Renwick, J	Vincent	2008

2000 Cubic Centimeters (Approximately 122 Cubic Inches)

M-PG	171.311	Klinger, R	HD	2008
M-PF	154.835	Davis, P	TP/D Spec	2006
M-AG	163.562	Riley, W.	HD	1973
M-AF	199.5	Riley, W.	HD	1974
MPS-PG	180.673	Horton, T	Buell	2008
MPS-PF	192.868	Wilson, A	Buell	2007
MPS-PBG	141.607	Hall, R	HD	2006
MPS-AG	173.832	Riley, W.	HD	1971
MPS-AF	202.379	Pavne, L.	HD	1970
MPS-BF	232.523	Porterfield, L	Suzuki	2008
A-PG	173.042	Everhart, B	HD	2007
A-PF	166.459	Reddick, J	Confederate	2008
A-PBF	213.644	Minonno, J	S & S	2008
A-AG	159.414	Riley, W.	HD	1975
A-AF	201.432	Angerer, J.	Triumph	1973
APS-PF	156.717	Thompson, V	HD	2007
APS-PBF	218.838	Minonno, J	HD	2008
APS-AG	169.828	Angerer, J.	Triumph	1973
APS-AF	206.544	Riley, W.	HD	1972
S-PG	217.685	Klinger, F	HD	2008
S-AG	303.812	Vesco, D.	Yam	1975
S-AF	265.492	Rayborn, C.	HD	1970
SC-PBG	167.874	Eller Jr, W	HD	2006

3000 Cubic Centimeters (Approximately 183 Cubic Inches)

P-PP	132.744	Cook, J	Kawasaki	2007
M-PG	177.577	Koiso, H	HD	2008
M-PF	128.824	Anderson, T 'Santa'	Custom	2008
M-AG	159.305	McAvoy, S	Gates Custom	2007
MPS-PG	175.182	Allen, J	HD	2008
MPS-BF	153.591	Klock, L	Klockwerks	2008
A-PP	139.62	Cook, B	Kawasaki	2005
A-PG	171.252	McAvoy, S	Gates Custom	2008
A-PBG	146.246	Saegesser, M	Castrol Power	2007
A-AG	188.692	Elrod, T.	Kawasaki	1976
A-AF	188.006	Elrod, T.	Kawasaki	1977
APS-PG	183.387	Allen, J	HD	2007
APS-PBG	167.069	Traber, Sven	Sven Cycles	2008
APS-AG	208.45	Campos, D.	HD	1974
APS-AF	231.597	Campos, D.	HD	1974
S-VBF	217.921	Angel, D	Vincent	2007
S-AG	197.047	Elrod, T.	HD	1974
S-AF	322.870	Campos, D.	HD	1990
S-BG	348.178	Robinson, R	Ack Tech.	2006
S-BF	350.884	Carr, C	BUB	2006

Diesel Displacement Classes

750 Cubic Centimeters (Approximately 45.7 Cubic Inches)

P-D	92.562	Hayes, F	HDTUSA	2008
M-D	107.11	Schmidt, B	HDTUSA	2008
M-DB	104.511	Hayes, F	HDTUSA	2005
MPS-D	12.25	Scmidt, B	HDTUSA	2008
MPS-DB	116.628	Hayes, F	HDTUSA	2008

1500 Cubic Centimeters (Approximately 91.5 Cubic Inches)

A-D	75.3815	Lalor, E	EIcon	2008
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3000 Cubic Centimeters (Approximately 183.1 Cubic Inches)

APS-DB	130.55	Sturtz, M	BMW	2007
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Solar/Electric Weight Classes (W)

150kg (Approximately 330.69 US Pounds)

APS-W	68.848	Ingber, K	Electrobike	2007
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300kg (Approximately 661.4 US Pounds)

M-W	20.256	DeSimone, H	-	2005
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Unlimited (301kg and over)

A-W	47.246	DeSimone, H	Honda	2007
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Every effort has been made to ensure that the records listed here are accurate. Should there be any omissions or inaccurate information please notify the event promoters and/or the AMA, with supporting documentation and the record listing will be addressed.

Thank you

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