



To: All 2010 BUB Motorcycle Speed Trials Competitors

From: AMA Racing

Date: August 6, 2010

Re: REVISED Addition to the BUB Supplemental regulations.

For clarification, please make the following change to the AMA Racing memo with regards to the BUB Supplemental regulations, dated June 29, 2010

Replace rule 5.J, Open Class, page 30, and rule 7.G, Open Class, page 33, which states:

“Open class motorcycles do not permit streamlining. Streamlining is anything that has the purpose of directing, controlling or limiting the airflow around the motorcycle and/or rider, or is placed to reduce aerodynamic drag. Fenders must meet criteria in rule 7.D. to be excluded from this rule.”

With the new rule:

Open class motorcycles do not permit streamlining. Streamlining is anything that has the purpose of directing, controlling or limiting the airflow around the motorcycle and/or rider, or is placed to reduce aerodynamic drag. Fenders must meet criteria in rule 7.D. to be excluded from this rule.

Any aerodynamic aid at the rear of the motorcycle (including the riders seat/tail section), shall not extend past the most rearward edge of the rear tire, should not be higher than 5 inches above the lowest section of the top of the seat cushion or seat base if no cushion is used, nor shall it be wider than the rider as viewed from the rear. The rear wheel (excluding the tire) must remain visible at all times as viewed from the side.

If the seat/tail section does not meet the above standards, the Chief Technical Steward will determine its legality by observing the motorcycle and rider in a race position to determine if the seat/tail section is an aerodynamic aid.

The primary seat area of the motorcycle must be covered at all times.

Kevin Crowther
Deputy Director AMA Racing