



2016 AMA CONGRESS MINUTES

Subject to Board Ratification

October 6-8, 2016

Marriott Airport, Columbus, Ohio



****All items below are for implementation in the 2018 respective rule books unless indicated otherwise ****

Recreational Division

The meeting of the Recreational Division was called to order by Chairman Rob Dingman at 9:35 a.m. on October 8, 2016. Twenty-three delegates answered roll call as follows:

George Barrington

Byrd

Mark Catlin

Arnold Duran

Paul Flanders

Chuck Gibbs

Mary Hamilton

Bill Kaepper

Keith Landis

William Menges

Charles Schaefer

Paul Schlegel

Ken Schuck

Lauren Secular

Wayne Sody

Charlie St. Clair

Raymond Stith

Teresa Swinney

Karen Umphress

Thomas Umphress

Tom Widman

Richard Withey

Ben Wright

RECREATIONAL ROAD COMMITTEE

None submitted

RECREATIONAL OFF ROAD COMMITTEE

None submitted

The following Delegates were elected to the Recreational Division Executive Committee:

Ben Wright (District 15) – Recreational Riding

Ken Schuck (District 16) – Off-Road Recreational Riding

Mark Catlin (District 3) – Recreational At Large Elect 1 yr

Karen Umphress (District 23) – Recreational At Large Elect 2 yr

Competition Division

**** All Competition Rules will be adopted for the 2018 competition season unless indicated otherwise ****

The meeting of the Competition Division was called to order at 9:15 a.m. on October 8, 2016. Forty delegates answered roll call as follows:

Dave Arva	Bill Haas	Mike Quinn
Richard Bigelow	Craig Hayes	Bruce Richardson
Mark Bonnell	Russell Hobbs	Ed Santin
Brad Bowers	Bill Howell	Taylor White
Jere Swarr	Russell Irvin	John Zwerican
Mike Bronk	David Kendrick	Al Mathwig
Mike Burkeen	Charlie Kline Jr.	Dave Bailey
Kent Cameron	Dan Knecht	Steve Fenton
Merle Compton	Robert Koch	Rob Niemela
Charles Davis	Ed LaChance	Tom Pendergrast
Tad Dewalt	Phillip Myers	Daniel Vrana
Jim Geddes	Rod Overstreet	Richard White
Tim Graves	Dave Pickett	
Duane Griffis	Clayton Powers	

GENERAL COMMITTEE

Proposal #1

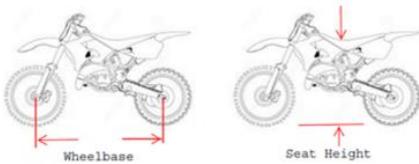
Section 1.3, pg. 34; Section 2.3, pg. 76; Section 3.3, pg. 137; Appendix 5.7

Current:



Seat height will be measured at the lowest part of the top of the seat. See wheelbase measurement process in Appendix 5.7.

Proposed 2017 Rulebook States:



See seat height and wheelbase measurement process in Appendix 5.7.

In addition to the updated image, the following definition to be updated in Appendix 5.7: Abbreviations and Glossary

Seat Height: The height of the seat is the distance from the lowest point on the top of the seat to the ground. Seat height should be measured vertically with the machine on flat ground in an upright and unloaded position. The suspension should be lightly compressed and then released several times just prior to taking the measurement to ensure the machine is settled into its normal resting position.

Reason: The current diagram makes it hard to see where seat height is measured. The new diagram will show the measuring point is in midpoint between the front and rear of seat. It also adds a definition to the Glossary to aid a referee in how to perform the measurement similar to the current Wheelbase definition.

Proposal #2 - Amended

Appendix 5.7: Abbreviations and Glossary

Current:

New

Proposed 2017 Rulebook States:

Electric Motorcycle: A two-wheeled vehicle electric powered and propelled solely by stored electricity (battery/accumulator), without the use of petroleum based fuels.

Reason: Adding a definition for Electric Motorcycles.

Proposal #3 - Amended

Section 1.2, pg. 19; Section 2.2, pg. 64; Section 3.2, pg. 123

Current:

2. All motorcycles must use petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814. All gas must be stored in approved containers.

Proposed 2017 Rulebook States:

2. All **combustion engine** motorcycles must use petroleum-based gasoline as defined by the American Society for Testing and Materials (ASTM), designation: D4814. All gas must be stored in approved containers.

3. Electric Motorcycles

a. **Electric Motorcycle is a two-wheeled vehicle electric powered and propelled solely by stored electricity (battery/accumulator), without the use of petroleum based fuels. Racing eligibility will be determined through approved supplemental rules.**

Reason: Update for the addition for Electric Motorcycles to the rulebook.

Proposal #4 - Amended

Appendix 5.7: Abbreviations and Glossary

Current:

New

Proposed 2017 Rulebook States:

Snow bike Motorcycle: A vehicle with a front ski utilized for steering and a rear track receiving power from a single motorcycle engine/motor. Designed for obstacles or lake ice surfaces covered with snow.

Reason: Adding a definition for Snow Bike Motorcycles.

Proposal #5 - Amended

Section 1.4, pg. 37; Section 2.4, pg. 100; Section 3.4, pg. 160

Current:

New

Proposed 2017 Rulebook States:

A. General

1. Side by Side or Utility Task Vehicle (UTV) is a four-wheel vehicle that features a roll cage around the driver and passenger. UTVs can be a single seat vehicle or a two seat vehicle equipped with seats and seat belts. Vehicles may be controlled with a steering wheel.
2. The minimum age to compete in single seat UTV meets is 16 years old.
3. The minimum age to compete in a multiple seated UTV meets is 18 years old (driver and passengers).
4. The age of the competitor is determined as of the date of the event.
5. Drivers and passengers in AMA-sanctioned competition are required to be AMA members or have an issued AMA one event pass.

B. General Equipment Standards

Equipment used in sanctioned competition must meet the following standards, approved supplemental rules may be more restrictive than following standards. When the rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the participant to select components, materials and/or fabricate the same, so that the vehicle components will perform safely in competition.

1. The maximum machine width for a two seat UTV is 64 inches. The maximum machine width for a single seat UTV is 52 inches. Up to a one inch variance may be used on machine width.
2. No supercharged, turbo, nitrous or any other pressurization type system will be allowed.
3. Four-point harness restraints for the driver and passenger are required.
4. Roll cages must be installed. Roll cages must be manufactured in a safe and workmanlike manner, material may be added but not removed. It is recommended that production cages be reinforced and tied into the rear bumper/frame at two points. Gusseting of the production cage is highly encouraged.
5. Factory suspension a-arm, trailing arm pivot points must remain in their production location.
6. Metal roof panels are required.
7. All vehicles must have a fire extinguisher and it must be readily accessible to the driver, mounted with a quick release type mechanism.
8. Lockable side protection doors must be mounted in a way as to not be able to open during racing. Driver and passenger side nets are required. Hand restraints are highly recommended.
9. The following safety gear must be worn:
 - a. Fire retardant suits must be worn.
 - b. Helmets, protective eyewear, gloves, and boots or racing shoes.

C. UTV Equipment Inspection

1. The referee has the power to disqualify any UTV that doesn't conform to the rules, and may inspect any part of an UTV entered in an AMA-sanctioned meet. A machine that passes a pre-race inspection is subject to further inspection or protest at any time during the race program.
2. A rider who refuses to turn over their machine for inspection or measurement at the request of the referee or meet officials is automatically disqualified from the meet.

D. UTV Classes

1. UTV classes will be determined through approved supplemental rules.

Reason: Update to the ATV sections for the addition for UTV racing to the rulebook.

Motocross Committee

Proposal #7

Section 1.1; Chapter: A; Paragraph: 4; Page: 4

Current:

4. The minimum age for amateur riders is 12. In motocross events, a rider must be 14 or older to ride a 250cc 4-stroke/2-stroke motorcycle. In motocross events, a rider must be 16 or older to ride a 450cc or above motorcycle. See ATV section 1.4 for ATV age limitations. The age of the rider is determined as of the date of the event, except in youth competition.

Proposed 2017 Rulebook States:

4. The minimum age for amateur riders is 12. **A rider must be 14 or older to ride a 201cc up to 350cc motorcycle. A rider must be 16 or older to ride a 351cc or above motorcycle.** See ATV section 1.4 for ATV age limitations. The age of the rider is determined as of the date of the event, **youth riders are not exempt.**

Reason: Clarification.

Proposal #8

Section 1.3; Chapter: H; Paragraph: 3; Page: 30

Current:

3. YELLOW: Caution. When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag. When displayed there is no passing or gaining an advantage and jumps must be rolled between the flag and the incident that caused the yellow flag. Failure to do so may result in loss of positions or disqualification, subject to the referee's discretion.

At the AMA Amateur Motocross National Championship a rider may jump and pass between the yellow flag and the incident but must show caution. Failure to show caution may result in the rider being docked from one finishing position all the way to disqualification from the event, subject to the referee's discretion.

Proposed 2017 Rulebook States:

YELLOW: Caution. When a yellow flag is displayed, competitors must ride cautiously until they have passed the incident that caused the flag. When displayed there is no passing or gaining an advantage and jumps must be rolled between the flag and the incident that caused the yellow flag. Failure to do so may result in loss of positions or disqualification, subject to the referee's discretion.

At the AMA Amateur Motocross National Championship **and the AMA Amateur Arenacross National Championship** a rider may jump and pass between the yellow flag and the incident but must show caution. Failure to show caution may result in the rider being docked from one finishing position all the way to disqualification from the event, subject to the referee's discretion.

Reason: Clarification.

Proposal #9 - Amended

Section 1.1; Chapter: E; Paragraph: 6; Page: 9

Current:

NEW

Proposed 2017 Rulebook States:

d. Riders who place in the top five overall in a "B" class at a previous AMA Major Sanctioned event and are 16 years or older as of Jan 1 of the current year are no longer eligible to compete in a "B" division. See AMA website for the list of Major Sanctioned events.

Reason: Update to the AMA Motocross Advancement system.

Proposal #10

Section 1.1; Chapter: E; Paragraph: 7; Page: 10

Current:

c. All C riders carrying an RPV of 13 or higher at year-end, plus two calendar years of C class experience will be advanced to the B class.

Proposed 2017 Rulebook States:

c. All C riders carrying an RPV of 13 or higher at the **current** year-end, plus two **previous advancement** calendar years of C class experience will be advanced to the B class.

Reason: Update to the AMA Motocross Advancement system.

Proposal #11

Section 1.1; Chapter: D; Paragraph: 9; Page: 6

Current:

g. Women racers may drop down one Classification when racing outside a designated Women's class. (i.e. Women's A riders can race in the 250B class).

Proposed 2017 Rulebook States:

g. Women racers may drop down one Classification when racing outside a designated Women's class **unless previously advanced through the National Advancement System**. (i.e. Women's A riders can race in the 250B class).

Reason: Clarification.

Proposal #12

Section 1.3; Chapter: E; Paragraph: 5; Page: 28

Current:

5. A rider must start in the middle of the starting gate.

Proposed 2017 Rulebook States:

5. A rider must start in the middle of the starting gate, **the bike being perpendicular with the starting gate. The front wheel must be within 12 inches of the gate.**

Reason: Clarification.

Proposal #13 - Amended

Section 1.3; Chapter: E; Paragraph: 9; Page: 29

Current:

c. In the event of a rider jumping the starting device, he/she shall be penalized one lap.

Proposed 2017 Rulebook States:

c. In the event a rider jumps the starting gate **before the starting gate is released, either by running through the gate or going over top of the gate, and deemed gaining an advantage**, the rider shall be penalized one lap.

Reason: Clarification.

Proposal #14 - Amended

Section 1.2; Chapter: B; Page: 16

Current:

See section 1.2 B on page 16.

Proposed 2017 Rulebook States:

B. Limited Class Equipment Standards

1. To be eligible for a LIMITED CLASS the following cannot be changed or modified:

Air Box

Air Box Vent Tube

Air Filter Screen

Air Intake Boot

Axle

Brake Rotor Size (thickness / diameter)

Brake Master Cylinder

Carburetor (including any part except jets)

Clutch (any part including clutch cover)**

Crankshaft Stroke Length

Cylinder Bore Size *

EFI Throttle Body *****

Electronics *****

Exhaust Control Valve (ECV)

Exhaust Pipe (any part)
Frame ***
Front Forks ****
Front Fork Caps
Intake Spacer
Internal Engine Components (blue printing is not allowed) **
Lower Triple Clamp
Oil Injection System (only oil may be in system) *****
Rear Shock ****
Reed Valve Assembly (any part)
Rim Size
Silencer (tip may be modified to accept spark arrestor)
Sub Frame ***
Swingarm ***
Transmission (any internal part)
Yamaha PW50 Start/Run/Off Switch
Water Pump Assembly (any part except cover)
Wheel Hubs

2. To be eligible for the LIMITED CLASS the following cannot be added:

Adjustable Leak Jet
Bark Busters (closed end or wrap-around metal hand guard)
Fork Brace
Radiator Fan

3. The following notes are exceptions to the items listed above:

*Cylinder re-plating is allowed but the original manufacturer's bore must be retained

**Clutch plates, pistons and piston rings may be aftermarket items as long as they maintain the stock shape, design and material of the OEM parts. High compression pistons are not allowed.

***Material may be added to the production frame or swingarm for strength, including welding. These changes shall not affect frame geometry.

****OEM front and rear suspension can be altered with internal modifications only. Shock linkage and suspension spring rates may be changed to any commercially available part.

*****Programming or mapping changes to the stock OEM ECU unit are permitted.

*****To be eligible for limited classes that use oil-injection systems, the system must be fully functional and only oil may be put in the reservoir. Pre-mix gasoline is not allowed in the oil-injection system.

4. Any item not listed above may be changed, modified, or added. This includes but is not limited to the following:

Air Filter

Anodize (may be added to any external aluminum part)

Brake Lever and Perch

Brake Line

Brake Pads

Brake Pedal

Brake Snake

Chain, Chain Rollers, and Chain Guard

Clutch Lever and Perch

Cosmetic Items (as long as there is no performance gain)

Counter Shaft Cover (may be removed)

Foam (may be added anywhere)

Foot Pegs

Fork Bleeders

Frame Guard

Fuel Screw (adjustable)

Fuel Tank

Fuel Tank Thermal Cover (including heat tape)

Gripper Tape

Hand Guard (plastic open ended only)

Hole Shot Device

In-line Water Cooler

Ignition Cover

Number Plates

Oil Cooler

Power Valve Actuator Hose Kit

Radiator and Radiator Hoses

Radiator Guard and/or Brace

Rims (dimensions must remain stock)

Rim Locks (may add, remove, or change)

Seat (cover and foam)
 Shifter Lever
 Shock Linkage (commercially available parts)
 Skid Plate
 Spokes
 Sprockets
 Steering Stabilizer
 Throttle Tube
 Upper (top) Triple Clamp
 Water Pump Cover

5. Violations of the limited class rules as determined by the protest process or by the referee of the event will result in disqualification from the event. A second violation of the limited class rules will result in a disqualification from the event and a suspension from AMA competition for one year (12 months from the beginning of the suspension). Changes that are cosmetic in nature are allowed so long as there is no performance advantage.

Note: Cosmetic items may differ between identical machines such as color and graphics.

Note: A quick reference chart of LIMITED CLASS equipment standards can be found at <http://www.americanmotorcyclist.com/racing/rules>

Sound requirements for limited classes:

<u>Year</u>	<u>2-stroke</u>	<u>4-stroke</u>
Post-2011	96dB/A	94dB/A
Pre-2011	99dB/A	99dB/A

Reason: Update to the Limited Class Equipment section to better display equipment requirements. Clarification to the penalty to violations referring to Limited Classes.

Proposal #300

Section 1.1; Chapter: 1; Paragraph: 4; Page: 4

Current:

4. The minimum age for amateur riders is 12. In motocross events, a rider must be 14 or older to ride a 250cc 4-stroke/2-stroke motorcycle. In motocross events, a rider must be 16 or older to ride a 450cc or above motorcycle. See ATV section 1.4 for ATV age limitations. The age of the rider is determined as of the date of the event, except in youth competition.

Proposed 2018 Rulebook States:

The minimum age for amateur riders is 12. **A rider must be 14 or older to ride a 201cc to 250cc motorcycle. A rider must be 16 years or older to ride a 251cc or above motorcycle.** See ATV Section 1.4 for ATV age limitations. The age of rider is determined as of the date of the event. Youth riders are not exempt.

Reason: Update to the minimum ages for equipment in Motocross.

Off-Road Committee

Proposal #16

Section 2.3; Chapter: E; Paragraph: 5; Page: 73

Current:

5. If the official results cannot be posted within one hour of the race end, the time and location of the results being posted must be announced. The Referee must be available to accept protests during the 30 minute protest period.

Proposed 2017 Rulebook States:

5. If the official results cannot be posted within one hour of the race end, the time and location of the results being posted must be announced. **Official results must be posted no later than 24 hours of the final rider finishing. The Meet Referee must be available via phone, email or in person to accept protests prior to results being considered final.**

Reason: Better determination of when results are final for off-road racing.

Proposal #17

Section 2.3; Chapter: E; Paragraph: 5; Page: 73

Current:

If a rider doesn't meet any of the above criteria, they may not participate in the C classification if they have raced C the previous two calendar years and have an ORPV of 11.0 or higher.

Proposed 2017 Rulebook States:

If a rider doesn't meet any of the above criteria, they may not participate in the C classification if they have raced C the previous two **advancement** years and have an ORPV of **13.0** or higher.

Reason: Update to the Off-Road advancement system.

Proposal #18 - Amended

Section 2.2; Chapter: 14; Paragraph: B; Page: 67

Current:

B. Numbers must be at least 5-inch high, standard block letters. Numbers must not be shaded or outlined. Lettering must have a professional appearance. AMA national numbers will take precedence in all events, and will be designated by a 3-inch letter N (such as 1N). Nothing but the number and letter may appear on a number plate, except the top 2 inches of the front number plate for sponsor or rider names.

Proposed 2018 Rulebook States:

B. Numbers must be at least 3-5 inches tall, standard block letters. **If local numbers are required they are to be of a uniform size and design.** Numbers must not be shaded. Lettering must have a professional appearance. AMA National numbers will take precedence in all events and will be designated by a **3-5 inch N followed by a 3 inch class designator where applicable (such as N1x or N1)** Nothing but the number and letter may appear on a number plate, except the top 2 inches of the front number plate for sponsor or rider names.

Reason: Update to current standards of numbers.

Proposal #19

Section 2.3; Chapter: C; Paragraph: 15; Page: 72

Current:

15. When entering or leaving the pits, a rider must use designated entrance and exit lanes. Failure to do so may result in disqualification.

Proposed 2017 Rulebook States:

15. **Riders may only receive fuel in designated pit. Location of the pit area must be announced prior to the start of the event. If pit is designated at any point of the course rider must completely leave the race course before receiving fuel. If pit is designated to a specific area a rider must use designated entrance and exit lanes when entering and leaving the pit.** Failure to do so may result in disqualification.

Reason: A better definition of the pit area.

Proposal #20

Section 2.3; Chapter: C; Paragraph: 17; Page: 72

Current:

17. The race is completed when the leader takes the checkered flag. The number of laps completed determines finishing position. A rider need not take the checkered flag to finish.

Proposed 2017 Rulebook States:

17. The race is completed when the leader takes the checkered flag. The number of laps completed determines finishing position.

Reason: A better definition of the finish of the race.

Proposal #21

Section 2.3; Chapter: D; Paragraph: 5; Page: 72

Current:

5. BLUE: Indicates you are about to be overtaken by faster riders. Hold your line and don't impede their progress.

Proposed 2017 Rulebook States:

5. BLUE: Indicates you are about to be overtaken by faster riders. Hold your line and don't impede their progress. Also Indicates "Kill your engine" while on the start line.

Reason: Update to current standards.

Proposal #22 - Amended

Section 2.3;

Current:

New

Proposed 2017 Rulebook States:

Grand Prix

1. A Grand Prix Event is held on a marked closed course that must contain a Motocross section, a natural terrain section and a grass track, graded or asphalt section. It may run in a single moto or multiple moto format at referee's discretion.

2016 Congress Minutes

Revised 10/8/2016

2. Each loop will be a minimum of 3 miles and a maximum of 12 miles long. The race time shall be between 30 minutes and 2 hours.

3. The course will be sufficiently maintained throughout the event.

4. Start

A. Events will be Start by Class. Classes with less than 5 may be combined for starts and will be scored separately.

B. Start may be live or dead engine and may start with a green flag or green light.

5. There may be a scheduled practice event prior to the start of each day of racing. No one except riders officially entered my ride or practice any portion of the course the day of the meet. Anyone who lays out the course, marks it, or who in any way may have an unfair advantage through his involvement in organizing the meet, is prohibited from competing.

6. Scoring

A. The Checkered Flag will be given to the Overall leader when they have completed the designated amount of laps or the designated time has expired.

B. Riders must complete 50% of their class leader's laps and take the checkered flag to be considered a finisher. If the leader completes an odd number of laps the total required is rounded down. Example: The leader turns 9 laps it will take 4 to be considered a finisher.

C. If multiple "Moto" Format is used the 2nd moto finish will be considered the tie breaker.

8. Youth and Pee Wee classes run a modified race course at the referee's discretion.

9. No combination of ATV's and Motorcycles may be run at the same time.

10. Events run the following classes, additional classes may be run if advertised in advanced.

1. 86-200cc

2. 201-250cc

3. 251-Open cc

4. Women (86-Open cc)

5. Veteran (30+ Open cc)

6. Senior (40+ Open cc)

7. Super Senior (50+ Open cc)

8. Masters (60+ Open cc)

Reason: Adding a section for Grand Prix racing.

Proposal #23

Section 2.3; Chapter: E; Page: 72

Current:

New

Proposed 2017 Rulebook States:

Electronic score keeping may be used at the check stations and finish. When times are recorded with a transponder and tower or stand-alone reader the start reader shall be set up far enough from the starting area not to take a false read before riders starts. The finish reader shall be set up at the check markers with enough run out not to take a false read after riders have finished. Times will be recorded when rider crosses into the field of the reader. When times are recorded with transponder and handheld reader the ones holding the reader shall be set up after the check signs. Time will be recorded once the rider comes to a complete stop and the transponder is then scanned. Back up sheet will be recorded for all checks in case of check station power loss, electronic failure or a disputed check time.

Reason: Addressing the implementation of electronic scoring.

Proposal #24

Section 2.3; Chapter: E; Paragraph: D; Page: 77

Current:

D. The organizer is responsible for clearly and properly marking the course. Two markers shall be placed at each turn, and shall be identified by number or mileage to conform to the route sheet. At least one marker must be placed every half mile on straight stretches.

Proposed 2017 Rulebook States:

D. The organizer is responsible for clearly and properly marking the course. Two markers shall be placed at each turn and shall be identified by number or mileage to conform to route sheet. **Restart Enduros mileage markers will be placed every other mile if not with the arrows.** At least one marker must be placed every half mile on straight stretches. **In the case of the course coming close to itself there must be banner tape and “wrong way” markers to ensure riders do not get on adjacent course.**

Reason: Update to current standards.

Proposal #27

Section 2.3; Chapter: H; Paragraph: 12; Page: 80

Current:

12. An odometer check must be placed 2.9 miles from the start to allow riders to calibrate their odometers to the one used in laying out the course.

Proposed 2017 Rulebook States:

12. An odometer check must be placed 2.9 miles from the start to allow riders to calibrate their odometers to the one used in laying out the course. **An odometer check will not be mandatory at a Restart Enduros as they will have mileage markers every other mile.**

Reason: Update to current standards.

Proposal #28 - Amended

Section 2.3; Chapter: L; Paragraph: 1; Page: 90

Current:

a. Starts shall have a bomb run (mass start) of no less than 500 meters in length, open to practice within one hour of the official start time. Dead engine starts are used with a one-minute banner or flag before the start.

Proposed 2017 Rulebook States:

a. Starts shall have a bomb run of no less than 500 yards in length, open to practice within one hour of the official start time. **Mass start will be utilized. Start by class may be used in the case of land or permitting restrictions. Finish shall be determined by the order riders cross the finish line. Riders must complete their advertised class distance to be considered a finisher.**

Reason: Update to current standards.

Proposal #29

Section 2.3; Chapter: L; Paragraph: 1; Page: 90

Current:

b. Course markings must be no more than 200 yards apart, except on straightaways, where markers must appear at least every half mile. Markers must be placed before and after corners. If lime is used to mark the course, there must be no more than one mark before and after the turn.

Proposed 2017 Rulebook States:

b. Course markings must be no more than **20 yards** apart, except on straightaways where markers must appear at least every **30 yards**. Markers must be placed before and after corners.

Reason: Update to current standards.

Proposal #30 - Amended

Section 2.3; Chapter: L; Paragraph: 1; Page: 90

Current:

d. Any number of checkpoints is set up where the rider must stop to have his/her number recorded. All checks are marked with a visible, 2-foot-square sign showing the number of the check. Checks open shortly after the start of the race and remain open two hours after the first rider passes or until the follow-up crew arrives.

Proposed 2017 Rulebook States:

d. Any number of checkpoints is set up where the rider must stop to have his/her number recorded. All checks are marked with a visible, 2-foot-square sign showing the number of the check. **Checks open shortly after the start of the race and remain open until the follow-up crew arrives.**

Reason: Update to current standards.

Proposal #31 - Amended

Section 2.3; Chapter: L; Page: 90

Current:

New

Proposed 2017 Rulebook States:

Desert Scramble: A type of Hare and Hound meet with a course designed into a 20 to 50 mile looped raced multiple times with a central pit area location.

Reason: Addition of Desert Scrambles to the rulebook.

Proposal #32 - Amended

Section 2.3;

Current:

New

Proposed 2017 Rulebook States:

Extreme Off-Road

1. An Extreme Off-Road meet is any event that is comprised of obstacles which take a high level of technical skill to navigate. It must be comprised of a minimum of 50% natural, off-road terrain and may include manmade obstacles as well. The format and course should offer gradual levels of difficulty; beginning with a level suitable for all skill levels, and increasing in challenge to cater to only the ability of top level or expert riders
 - A. Course may be marked with ribbon and arrows or may be GPS based relying on navigation. Extreme Danger areas must be marked with signs and additional ribbon.
 - B. If there is a provided map it may not be given out until 1 hour prior to the start of the event.
 - C. Course may not be ridden by a motorcycle of any kind, bicycle or walked prior to the event by any entrant or team member unless an official "practice" or viewing time is advertised. Doing so may result in disqualification.
 - D. Riders may not deviate from marked or GPS course during the event.
 - E. Direction of travel on race course may be reversed but only once course is clear.
 - F. If transfer sections or neutral zones are utilized direction of travel may be reversed at any time. Maximum speed limits must be posted and enforced.
 - G. The entire course must be ridden by one representative of the host organization or club prior to the start of the event to ensure that all obstacles are passable by a motorcycle. May include mini-cycle or trials bike.
2. There must be a minimum of 1 emergency/safety check with medical supplies, water and radio communication along the course.

3. No combination of ATV's minicycles or motorcycles may be run at the same time on the same course.
4. Start procedure will be described within 30 minutes of the start of the event and will be detailed in provided riders instructions for reference during the event.
 - A. Mass Start, start-by-class or timed starts may be utilized.
 - B. Qualifiers may be used to determine main event start order.
 - C. Starts must be dead engine unless utilizing an official start gate.
5. Scoring procedure will be described within 30 minutes of the start of the event and will be detailed in provided riders instructions for reference during the event.
 - A. Event must be scored using digital scoring system with results export approved by the AMA.
 - B. A rider must finish the event to be eligible for awards or points. The finish requirement will be described within 30 minutes of the start of the event and will be detailed in provided riders instructions for reference during the event.
 - I. Your official score will be based on how many times you came through scoring not the distance you have completed on course.
 - II. Referee will determine if you must finish a percentage of leaders laps or take the checkered flag prior to the event start.
 - III. If percentage of laps is required to be considered a finish the leader's total laps will be rounded down if an odd number. Example: If the winner turns nine laps and you must complete 50% to be a finisher, all riders completing four or more laps will be scored.
 - C. Once the checkered flag is displayed, riders are given a reasonable amount of time to complete their final lap. The amount of time will be announced prior to the start of the event.
 - D. Overall scoring is based on elapsed time from start to finish, with all eligible riders competing at the same time on the same course. A rider's finish time is recorded to the nearest second.
 - E. Accumulated scores may be used if multiple heats or motos are run.
6. Class Schedule
 - A. All PRO Extreme Off-Road Classes are subject to advancement and will be considered an A rider in all AMA competition. All Non-Pro classes are considered Amateur Extreme Off-Road classes and are not subject to advancement.
 - B. All Pro level riders must be pre-qualified, earn qualification (through heats or motos) or be designated an A/Expert level rider in AMA competition.
 - C. Amateur classes can be grouped as one overall class or split by local or additional class designation at the Referee's discretion.
7. Teams may be considered an additional class at the event in either a side-by-side format or an alternating lap format.
 - A. Teams may participate side by side but must complete the same distance to constitute a finish.
 - B. Teams may alternate laps but may only pass the "baton" in a designated area. Referee may determine if the teams must switch each lap completing an equal distance or can switch at any lap completing any combination of the distance.

Reason: Addition of Extreme Enduro discipline to the rulebook.

Track Committee

Proposal #34 - Amended

Section 3.9; Page: 217

Current:

See section 3.9 on page 217.

Proposed 2017 Rulebook States:

A. DEFINITIONS AND CATEGORIES

Competition machines will be classified according to actual displacement, degree of modification, age and performance index. For the purpose of better interpreting the rules, the following DEFINITIONS are listed:

CATEGORY refers to the general type of motorcycle. There are four major categories; Superstock, Superbike, Formula (Grand Prix), and Vintage. Vintage has subcategories as well.

CLASS generally refers to a grouping based on engine size within a category.

CHANGE means the addition of aftermarket or "optional" parts or accessories designed to increase safety, performance, and reliability or reduce costs.

ALTERED or MODIFIED means cutting, grinding, milling, porting, boring, drilling, bending, welding, brazing or soldering other than normally accepted maintenance and repair procedures.

OEM is defined as Original Equipment from the Manufacturer.

OEM type is defined as aftermarket equipment manufactured to all original specifications in dimension and design.

REMOVED is defined as unbolted - not cut off.

PERFORMANCE INDEX occurs when a motorcycle is demonstrably faster or slower than others in its displacement group, and may, at the discretion of the officials, be assigned to another class.

B. GENERAL TECHNICAL REQUIREMENTS

1. Materials and Design: Frames, swing-arms, forks must be of period design and materials; any design not clearly documented as a period design must be submitted for written approval at least thirty (30) days prior to competition. Forks must be of a type, size, and style available during the period; no post-period modifications. Rear suspension units must be of a type available during the period.
2. Competitors must bring their motorcycles to Tech for inspection.
3. Every competition machine must be ready to race when it is brought to technical inspection.
4. By participating in the event, the rider implies complete willingness to conform to all rules. Passing Technical Inspection does not give a competition machine or competitor immunity from protest; if the Technical Inspector does not notice an illegal modification or

a failure to conform to the rules, the rider is still responsible for the competition machine meeting all requirements; be it their own or borrowed.

The Technical Inspector must inspect and pass every machine before it will be allowed on the track. The Technical Inspector will reject any competition machine that does not meet rule requirements. A Technical Inspector may, at any time, re-inspect any competition machine and revoke approval if the machine no longer meets rule requirements. The Technical Inspector may at his discretion allow a "Temporary Fix" for a particular race.

Any rider who takes his or her competition machine onto the racecourse when the competition machine does not meet the rules requirements will be assessed a penalty for each infraction. The rider or his crew is required to point out any problems or potential problems with their competition machine.

5. Tech Stickers must be affixed on the windscreen for the duration of the event. Competitors must obtain a Tech Sticker before going on course.
6. A rider or his crew will be allowed to make a safety-related fix at an event in order to participate at that event, provided the fix is not an illegal performance modification (at the discretion of the Chief Technical Inspector for that event). The rider must provide the damaged or broken part(s) along with a written request to the Chief Technical Inspector of the meet and receive approval for said fix. This allowance will be limited to that event.
7. All competition machines must meet rule requirements. A competition machine will not pass Technical Inspection and will not be marked with a Tech Sticker until the competition machine is in complete compliance. If any of the items to be inspected are hidden from view by bodywork, those sections of bodywork must be removed prior to arrival at technical inspection.
8. The following item must be safety wired, or secured in a manner approved by Tech:
9. Safety wiring of critical components required. Wire manufactured for the purpose of lock wiring must be used. Stainless steel type with a diameter of 0.025 or 0.032" is common. .020" safety wire on large parts is prohibited; it can only be used on small tightly spaced fasteners.
 - a. Anything that holds fluid in should be lock wired, for example: oil filler, level plugs, line bore plugs, oil filter bolts and drains, external oil lines and oil drains, covers with only 2 or 3 securing screws. External oil filters (spin on types) must be clamped with a hose clamp and securely safety wired to ensure they will not spin off.
 - b. All catch tanks must have at least an 8 oz. capacity and be situated so they will not normally overflow unless more than 2/3 full.
 - c. All fork drains must be safely wired or securely taped or sealed with silicone.
 - d. All brake stay bolts, brake torque arm bolts, brake actuating lever bolts, and caliper-mounting hardware must be lock wired or secured with a cotter pin.

- e. All brake rods and cables with threaded adjusters must be wired or cotter pinned to prevent loss of adjuster nut.
 - f. Axle nuts must be lock wired or secured with a cotter pin.
 - g. Exhaust systems must be securely mounted and bolts lock wired. A secondary security system is encouraged. All exhaust systems must not have any sharp ends or parts.
 - h. Wire or secure all outer throttle cable housing, both ends. All throttles must snap shut without assistance at any steering position.
 - i. Control cables and wires must be secured with either “zip tie” wraps or safety wire.
 - j. Master link clip must be installed with the open end of the clip installed pointing away from the direction of chain travel, and the clip must be lock wired.
 - k. Foot pegs with rubber covers must be lock wired or cotter pinned.
 - l. Metal tire valve stem caps must be used.
 - m. xiv. All turn signals, luggage racks, mirrors, non-essential brackets, braces, grab rails, center and side stands must be removed.
 - n. All machines must have an operating kill switch.
 - o. Steering, brakes, and controls must be properly adjusted. Steering stops must be fitted to prevent clip-ons, handlebars or controls from contacting fuel tank or fairing at full steering lock in either direction.
10. Catch-cans must be fitted to keep any fluids from spilling onto the racing surface.
11. Water cooled engines may use plain water, or water with Redline (or similar product, call AMA for verification) cooling system rust and corrosion inhibitor at 0.5 ounces per quart of plain water concentration, Silkolene Pro CCA (Corrosion Control Additive) is also allowed. Glycol based antifreezes are prohibited.
12. Only one engine at a time may be used.
13. Only gasoline may be used as a competition machine fuel. Nothing may be added to the gasoline except commercially available, approved octane boosters and lubricating oils. Gasoline is defined per the AMA Racing Rulebook.
14. All competition machines must have an operating and marked engine kill switch on the handlebars. Dead man tethers are allowed and are suggested.
15. All competition machines must have a self-closing throttle and operating front and rear brakes.
16. Kick-start levers are allowed to remain on the machine.
17. Glass and plastic lenses must be taped. Clear tape may not be used.
18. Side and center stands must be removed.
19. A steering damper is optional on all machines and must be mounted in a safe and workmanlike manner. The damper must not overly limit the amount of stock lock-to-lock handlebar travel.
20. The license plate and bracket(s) must be removed.

21. Items are deemed safe only if secured in a visible, approved manner. Aircraft nuts, locknuts, Locktite® or similar compound **only** is not acceptable.
22. The seat or fender must extend toward the rear, past a line drawn vertically through the rear axle.
23. The rider, in position, must be fully visible from the side and top. Transparent material may not be used to circumvent this rule. No streamlining may be attached to the rider or helmet.
24. The machine must be clean.
25. Tires must be in good condition as determined by the technical Inspector. No off road knobby tires may be used in any class. No recapped or retreaded tires may be used in any class unless they have been manufactured by a D.O.T. approved facility in compliance with CFR 571 and are tested using Laser Shearography during the manufacturing process. Glued, pre-cured retreads are not allowed.
26. Tire valve caps must be used and should be metal or hard plastic.
27. If speedometer and tachometer cables are installed, they must be safety wired.
28. Side covers that “snap-on” must be removed, wired, taped or bolted in place.
29. Glass headlight covers must be removed. Plastic may be taped over or removed.
30. Clutch and Brake levers must have at least a 1/2" ball on the end.
31. Handlebar ends must have either: (1) end-plugs; (2) be solid; or (3) stock bar-ends must be retained. Handlebar ends may not be hollow or ground to a sharp edge.
32. Belly pans are required on all competition machines. The belly pan should be constructed of a suitable material (i.e. steel, aluminum or fiberglass) and be of a sufficient size and depth to adequately cover the surface area of the bottom plane of the motor and have the ability to contain at least 3 quarts of oil. The belly pan must be affixed to the chassis at a minimum of three points and must contain an absorbent material created for the sole purpose of containing oil. 2-stroke and dry sump machines must use a pan with a minimum capacity of one quart, or approved oil absorbing material with a screen backing and fastened in a secure manner.
33. Brake pad retaining pins must be secured in a visible manner such as an R Clip or safety wire, silicone is acceptable but not preferred.
34. Competition machines must carry three sets of numbers, one on the front and one on each side. Numbers must be a minimum of 4 inches high, be spaced ½ inch apart and allow ½ inch of unobstructed number plate/background border. Side number plate/background fields must be behind the rider on the machine’s tail section or on the lowers on the side of the machine - they must be visible when the rider is in position on the machine. If the side numbers are displayed on the lowers they must have a ⅛ inch minimum black line around the plate area outside of the required ½ inch of number plate background. Single numbers on the top of the tail are allowed **ONLY** if the rider has numbers on each side of the lower as well. Numbers must be the rider’s correct competition number. Machines not meeting number plate requirements will not pass technical inspection and/or will not be scored when racing. If you are found to have illegible numbers you may not race again until they are correct.

C. RIDER APPAREL

1. Rider Apparel will follow the AMA Racing Rulebook with the following clarifications.
 - a. Competition boots must be worn and must be no less than 8-inches in height. Gauntlet style racing gloves must be worn. All racing suits must be leather or Kevlar. All suits must be a one-piece garment for racing. Separate jackets and trousers are acceptable only if they zip or snap together to make one piece of clothing. Gloves and boots must be of a fit so there is no gap between them and the leathers. All competition apparel is subject to the judgment of the Technical Inspector or Race manager.
 - b. It is required that riders wear back protectors under their leather racing gear unless their racing gear is equipped with a back protector. In general, riders are encouraged to use any and all available protective material, which does not restrict safe operation of their machine.

D. GRIDDING

1. Competition machines will be gridded based on order of entry, practice/qualifying time, or results of the prior days races as determined officials at the event.
 - a. There are two basic procedures used for starting a race: a) a group or groups of machines may be separated on the grid by a multi row break and started simultaneously with one green flag/light. OR b) A group or groups of machines will be separated into two or more waves (these waves may also contain multi row breaks); these waves will be started with each wave getting a separate green flag/light. Waves will have a grid marshal with a wave board separating them on the grid. The method of start used will be determined by the Starter, Race Director and Chief Registrar. All riders will be notified at the Riders" Meeting and on the grid sheets which races will contain wave starts.
 - b. Racers will be given a first, second and third call for each class over the track loudspeaker system and or FM station. The first call will be made at the beginning of the previous race with the second call at the halfway point of the previous race and the third and final call at the white flag of the previous race. If riders are NOT in the pre-grid area by the third call, the class may NOT run. Calls may be sped up or lengthened as determined necessary by the officials.
 - c. Riders running in back to back sessions may have their second bike staged in the pit lane with the permission of the Grid/Pit Lane Officials. Riders must notify Grid/Pit Officials of back-to-back sessions so that Grid/Pit Officials may assist in the smooth change of motorcycles.

E. RACE PROCEDURES

1. Crew and family members are prohibited from access to the racing course for any purpose; a violation will result in a fine of no less than \$100. Riders needing medical attention will be attended to by qualified, official race personnel. Disabled motorcycles will be retrieved ONLY by official track personnel.
2. If a race is red flagged after half of the total distance has been run (half way being defined as the entire field on the lead lap has received the half way flags), officials may declare the race completed. In that case, riders shall be scored according to their position

on the final lap that was completed by the entire field preceding the red flag. Any rider(s) not running on course at the time of the red flag, as well as the rider(s) deemed by officials to have caused the red flag will not be scored in the final results. In the event a race has been red flagged, the restarted event may be shortened at the discretion of the Race Director.

3. All events will run rain or shine unless the track is impassable or unsafe as determined by race officials.
4. All travel on the racetrack and pit lane will be ONE-WAY, in one direction. Riders must not travel backwards on the racetrack unless instructed to do so by race officials. Violators will be fined, and/or penalized.
5. Any rider who runs off the track must re-enter the course safely and without attempting to cut the course unless instructed to do so by an official or corner worker. If an advantage is gained, a rider will be subject to penalties of a stop and go penalty and/or loss of laps and/or disqualification and/or fines.
6. In a race crash the rider and machine MUST be examined by a corner worker. Then and only then, the rider and machine must proceed directly to pit lane for a technical inspection by a Tech Official prior to being scored for any additional laps or completing the race. Only after these two inspections have been accomplished, may the rider re-enter the race if the checkered flag is not displayed. If a corner worker is not at the exact crash site the rider and machine must proceed OFF TRACK to the nearest corner station for his and his machines examination. The machine in question must be re-teched in its entirety by a Technical Inspector prior to the racer's next race.
7. Reckless weaving for any purpose, as defined by race officials, will be penalized by a fine and/or disqualification or suspension.
8. Tear-offs are allowed in all series and must only be removed on straightaways.
9. Riders must enter the track at the pit exit/pit out. Riders must not use the pit in/pit entrance road to enter the track.
10. Any competitor intending to pull off the track must signal their intentions and must never cut across the track in front of other riders.
11. Competitors having a lap time of 1.2 x or greater than a competitive lap time for their motorcycle or class (i.e. getting lapped in four or less laps), may, at the discretion of the officials, be removed from the track.
12. Burnouts, "lighting up" or spinning the rear tire in the pit, on pit lane or on the grid are not allowed. Offending riders may be penalized.
13. Wheelies in the pit or paddock area are not allowed. Offending riders will be penalized and or fined. Wheelies done on track in a manner that endangers other riders may cause the offending rider to be penalized.
14. It is the responsibility of each competitor to be aware of all information covered by the Rulebook, Supplemental Rules as well as any information covered at any Rider's Meeting.
15. The AMA reserves the right to impound and/or tear down any machine to check for class compliance at any time.

16. The AMA reserves the right to refuse participation in an event to any person for whatever reasons it deems appropriate.
17. Riders taking action to impede, harass or distract other riders on the track may, along with their Team, be penalized by a fine and/or disqualification or suspension.
18. AMA officials will determine the final finishing order in the case of a "photo finish". The intent of this rule is to allow the officials to override any mistakes in scoring due to positions of transponder location, or possible error in the system that might happen when two bikes cross the line at nearly the same moment.
19. The speed limit off of the racing surface at all facilities (unless posted lower by the track) is 10 MPH. This pertains to all vehicles! This covers the entire Pit, Paddock and access roads etc.

F. START PROCEDURES

1. Race length will be dependent upon class and conditions. Race lengths will be posted in Tech.
2. Races may end early due to emergencies, clean up, or other unforeseen circumstances as ordered by the Race Director.
3. Jump-starts will be penalized.
4. Riders should be aware that the timing loop is located near the start / finish line. This may affect the lap count whenever a rider missed the warm up lap. Timing and Scoring may correct this by adding a lap at the direction of the Race Director. It is however, ultimately the competitor's responsibility to notify the Race Director should this situation occur.
5. Five Board Start Procedure:
 - a. When the 5 Board is displayed racers in the assembly area may leave pit road, take ONE warm-up lap and report directly to their assigned grid position.
 - b. When the 4 Board is displayed racers still in the assembly area may still take ONE warm-up lap as described above.
 - c. When the 3 Board is displayed any racers still in the assembly area or not already on a warm-up lap must report directly to their assigned grid positions, without taking a warm-up lap; taking a warm-up lap when the 3 Board is displayed will cause the racer to forfeit his/her grid position and may be assessed a grid infraction penalty. The 3 board will be displayed when the first bike completing the warm-up lap has reached the last turn.
 - d. When the 2 Board is displayed racers not already taking a warm-up lap must stay on pit road until after the race has started and after the starting field has passed the pit exit. A motorcycle already on the starting grid which stalls while the 2 Board is displayed may be restarted and returned to the assigned grid position, as long as the 2 Board continues to be displayed.
 - e. The 1 Board will be displayed in the VERTICAL position. When the 1 Board is displayed any racers not in their assigned grid position may be penalized for a grid infraction. While the 1 Board is displayed all motorcycles must be held at a dead

stop in their assigned grid position with no wheels rolling. The 1 Board will be turned sideways and the starter may throw the green flag at any time. If a rider has a mechanical problem they must raise their hand and wave it vigorously.

- f. The Starter may (taking into consideration the size of the field, the weather, and other factors) shorten the Start Procedure.

G. FLAGS

It is the rider's responsibility to know all flagging positions and suggest any changes in position. These suggestions need to be made before racing begins to be considered for that day.

1. GREEN FLAG starts the race.
2. WHITE/RED CROSS: Ambulance on course, passing is allowed. All stations will display the Ambulance flag as the ambulance enters the course. As the ambulance travels around the course, the Ambulance flag will be displayed around the course, but will be waived by the corner station(s) preceding the ambulance.
3. RED FLAG: STOPS the race immediately. When riders see a red flag they must signal to riders behind them, slow their machine to a safe and controlled speed and proceed slowly to the pit area. Do not stop on the course unless it is impassable or obviously signaled to do so by course workers. The starter and all corner stations will display a red flag. This flag indicates racing has stopped and racers should proceed cautiously to pit road. Race Control shall call for a red flag when necessary. Riders not proceeding cautiously will be penalized.
4. BLACK FLAG: Indicates a safety violation. The rider in question should as quickly and safely as possible, pull off of the racing surface and inspect his/her machine or report to the nearest corner station. Failure to respond may result in disqualification. In most cases, the offending rider's number will be displayed on a board at start/finish.
5. BLACK FLAG W/ ORANGE DOT (Meatball Flag): The rider must complete the current lap and report immediately to the officials on pit lane. This flag may be used to indicate a jump start or other grid infraction as well as any other situation where the officials deem it necessary to have a rider brought in to inspect the rider's machine or have a talk with the rider. In most cases, the offending rider's number will be displayed on a board at start/finish.
6. YELLOW FLAG: A) When held stationary-indicates a potentially dangerous situation near the track or a slower moving motorcycle. B) When waved vigorously-indicates a hazard or obstacle on the track, avoidance maneuvers may be necessary. Exercise extreme caution, slow your speed until past the situation. Passing for position under a waving yellow flag is NOT allowed and the offending rider will be assessed a penalty.
7. YELLOW/RED STRIPED FLAG: Indicates debris on the track surface. The corner worker will attempt to point to the debris on the track. Also may be used folded into a triangle to point at riders who have an issue with their machine. If pointed at a rider they must pull off the racing surface as soon as safely possible and proceed to a corner station for further instruction.
8. WHITE & GREEN CROSSED FLAGS: Displayed at start/finish, indicates the halfway point of the race.

9. WHITE FLAG: Displayed at start/finish, indicates one lap remaining in the race.
10. CHECKERED FLAG: Displayed at start/finish, indicates the end of the race or practice and riders should report back to the paddock after the cool-off lap.

H. RESULTS POSTING

Race Results will be available at Rider Information. This location will be announced at the Riders Meeting.

I. AMA VINTAGE ROAD RACING CLASS STRUCTURE

VMD has four classifications of racing machines: "Heritage", "GP", "Formula", and "Vintage" - V1 through V8. Many machines will fit into more than one classification, either as the primary class or as the bump-up class.

"Heritage" - Pre 1951 machinery

"GP" - These classes are for older factory "purpose built" racers and street machines which may be built up with any "of the period" GP, engine, transmission and frame modifications.

"Formula" – Are Vintage classes which allow machines comprised of mixed origin or composition which were in use prior to the class cut-off date.

"Vintage" - The Vintage classes are passed on "production" street machines. "GP" and "Formula" classes are allowed to "bump up" into certain Vintage 1 thru 7 classes. Factory "purpose built" machines must enter the next higher displacement Vintage class, i.e., 500GP into V3 (750cc) class, H-D XR750 must enter V4 (1,000cc) class, etc.

HERITAGE

Pre War

Pre 1942 OHV up to 500cc

Pre 1942 Side Valve up to 750cc

Class C Hand and Foot Shift

Pre 1951 OHV up to 500cc

Pre 1951 Side Valve up to 750cc

Must conform to AMA Class C rules of the era. Hand and Foot shift will be scored separately.

GRAND PRIX

125 GP

Pre 1968 air cooled OHV up to 250cc

2016 Congress Minutes

Revised 10/8/2016

Pre 1968 air cooled OHC up to 200cc

Pre 1968 2-stroke up to 175cc

250cc machines limited to a 30mm carburetor and wet clutch.

250 GP

Pre 1969 2 stroke piston port singles up to 250cc

Pre 1969 2 stroke twins up to 200cc

Pre 1969 4 stroke singles & twins up to 250cc

Among the eligible 250 GP machines are the following: Aermacchi/H-D 250cc 4 stroke, Allstate 250, Bridgestone 175cc 2 stroke, BSA/Triumph 250cc, Bultaco 125/175/200/250cc (round cylinder air cooled only); Ducati 100/250cc, Honda - all pre 1969 singles and twins up to 250cc and all CB175/CB200 twins regardless of year; Ossa 250; Puch 125/175cc.

350 GP

Pre 1970 2 stroke twins up to 250cc.

Pre 1968 4 stroke twins up to 350cc.

Pre 1969 4 stroke singles up to 350cc.

Pre 1979 factory road racers up to 125cc.

Honda 350cc twins with the following limitations: OEM Honda twin frame and swingarm (frame per Superbike rules, swingarm must remain stock), all other items must remain per Superstock rules except the following: any ignition system and coils, aftermarket cam chain and/or tensioners, any internal expanding drum brakes, any diameter period forks to class maximum diameter, any period body work/fairing, starter and charging system may be removed, wiring harness may be modified and airbox may be removed.

Among the eligible 350 GP machines are the following: Aermacchi/H-D 350cc 4-stroke singles; AJS 7R 4-speed; BSA 350, BSA 441; Bultaco 125/200 TSS; Ducati 350; Honda 305 Superhawk, CR-77 and the restricted 350cc twins listed above; Norton 350; Royal Enfield 500cc singles any year; Suzuki X-6, T-250; Yamaha TD1, B, C, and DS7 (up to 3mm over) without carb restrictions.

500 GP

Pre 1965 2 & 4 stroke up to 500cc.

Pre 1971 2 stroke singles up to 360cc.

Pre 1965 side valve up to 750cc.

Pre 1972 European OHV/OHC 4 stroke up to 500cc

Pre 1972 BSA, Norton and Triumph 650's with restrictions: Original OEM frame, swingarm, motor, 4 speed transmission, 35mm forks , and 30mm carburetors.

Among the eligible 500 GP machines are the following: AJS 7R 5 and 6 speed; BMW R50, R60/5 (stock displacement); BSA 441 and 500 singles and twins, 650 (production based) twins; Bultaco 250cc and 360cc singles (round cylinder only); Ducati 450; H-D and Indian side valve 750's; Kawasaki 350 Big Horn; Matchless G50; Norton 500's including Manx and 650 (production based) twins; Triumph 500 and 650 (production based twins); Yamaha DS7, RT series, MX 360, DT360.

In all GP classes, the chassis/brake/bodywork must be of a type actually available prior to 1972. All five and six speed racing transmissions are allowed except in 650cc pushrod twins.

VINTAGE

Vintage 1

Pre 1973 2 stroke singles up to 360cc.

Pre 1973 2 stroke twins up to 250cc.

Pre 1973 OHC up to 360cc.

Among the eligible V1 machines are the following: Honda, all 4-stroke two cylinder street models up to 350cc and XL250/350s; Honda CB 360 regardless of year; Kawasaki 350cc single and S1; Suzuki and Yamaha 250cc street twins.

Vintage 2

Pre 1974 2-stroke singles up to 500cc.

Pre 1973 2-stroke twins and triples up to 350cc.

Pre 1974 push-rod up to 600cc.

Pre 1974 OHC to 450cc.

Pre 1974 4-cylinder up to 350cc.

Pre 1974 4-stroke side-valve up to 750cc.

Among the eligible V2 machines are the following: BMW R60; Honda CB350 with big bore kits and CB 450 with 500cc kits, CB400F any year, FT500 Ascot (82/83 model year); Kawasaki S2 350; Triumph 650 destroked to 600cc; Suzuki T350, GT 380; Yamaha R5, RD 250 (up to 3mm over), RD 350 (engine modifications permitted, 28mm carb body can be bored to 29.3mm), RD400 (Engine limited to SS Spec with OEM or aftermarket air filter including removal of airbox, front fender not required, racing tailsection allowed, removal of sidestand lug and other tabs on frame allowed, modification of wiring harness allowed), TD2, TD2B, and TD3, SR500, TX/XS500. Hejira round tube frame with 250cc 2-stroke Can-Am single is also allowed.

Vintage 3

Pre 1974 2-stroke up to 500cc.

Pre 1974 4-stroke push-rod up to 750cc (3 cylinders max).

Pre 1974 OHC up to 750cc.

Iron barreled H-D Sportsters up to 883cc (+.060" overbore).

Among the eligible V3 machines are the following: BMW R75/6; BSA/Triumph 650 and 750cc models; Ducati 750, 750SS; Honda 550F, 750F; Moto-Guzzi 750; Norton 650 and 750cc models; Yamaha XS650 regardless of year.

Vintage 4

Pre 1982 Twins/Triples up to 1000cc.

Pre 1979 SOHC up to 840cc.

Pre 1982 Air cooled, 4-stroke OHC multi cylinders up to 570cc. Twin shock only, twin piston opposed Lockheed style calipers permitted.

Among the eligible V4 machines are the following: BMW R100 regardless of year; Pre-1974 BSA/Triumph with big bore kits; Pre 1988 Cagiva/Ducati 650cc Desmo types and Ducati 900SS bevel drive; H-D Sportsters up to 1000cc including Evo models; Pre-1974 Honda CB 750 overbored to 840cc and Rickman single cam; Honda Ascot/GB singles up to 600cc regardless of year. Kawasaki GPZ550 and KZ 550 (both up to 3mm over); Moto-Guzzi small block V Twins regardless of year and pre-1974 Moto-Guzzi 1000; Norton 850; Suzuki GS 450 and GS 550; Yamaha SRX 600 regardless of year and Seca 550.

Vintage 5

Pre 1983 2-stroke factory road racers up to 500cc.

Pre 1983 Production based 2-stroke up to 750cc.

Pre 1983 4-stroke push rod unlimited displacement.

Pre 1983 OHC Twins to 1200cc.

Pre 1983 OHC 2 valves per cylinder to 1200cc.

Pre 1983 OHC 4 valves per cylinder to 1025cc.

Among the eligible V5 machines are the following: Ducati F1A and F1B, 750cc limit; Honda CB750F, CBX, CB900F, pre-1986 Honda VF500, VF700, and VF750; Kawasaki KZ750, KZ1000, Z1, GPZ 550/750/1100, EX500, and EX250 without restrictions and regardless of year; Suzuki GS1000, Seeley Suzuki 750, pre-1986 Suzuki GS 750 (no hybrids, i.e., Suzuki GS 1000 motor in a 1985 mono-shock frame), GS 500 (no restrictions); Yamaha FZ600, Seca 550, Seca 750, Virago 980, TZ 750. RZ 350 with maximum displacement of 450cc.

Vintage 6 Heavyweight

Pre 1990 Factory road racers up to 750cc.

Pre 1990 OHC 2 valves per cylinder up to 1216cc.

Pre 1990 OHC 4 valves per cylinder up to 1216cc.

Pre 1990 OHC 5 valves per cylinder up to 1100cc.

Among the eligible V6 Heavy Weight machines are the following: Honda Interceptor VF700/VF750/VF1000F and R, CBR600/750/1000, CB1100F, RS250 up to 1990; Kawasaki Ninja 600/750/900, ZX7/ZX10; Suzuki GS 1100F, Katana 1000/1100, GSX-R 750/1100 except 1989 GSX-R 1100; Yamaha FJ1100/1200 and Seca 900, FZR 750/1000 except 1989 FZR 1000, FZR600 (regardless of year), TZ750 alloy frame and mono-shock, TZ 250 up to 1990.

Vintage 6 Lightweight

Pre 1990 Air Cooled multi's up to 600cc.

Pre 1990 Liquid Cooled multi's up to 490cc

Pre 1990 Air Cooled twins up to 750cc.

Pre 1990 Air Cooled pushrod twins up to 1000cc.

Pre 1990 Liquid Cooled twins up to 650cc.

Pre 1990 Air Cooled 2-stroke multies up to 750cc.

Pre 1990 Liquid Cooled 2-stroke twins up to 410cc. (250cc GP machines must run HW.)

Pre 1990 Singles unlimited.

Among the eligible V6 Light Weight machines are the following: Ducati 750SS (non-FI models); Harley-Davidson 883cc Sportster (any year); Honda NT650GT (any year), VFR 400, NSR 250, NSR125 (any year); Kawasaki EX 500 (any year); Suzuki GS 500 (any year), RGV 250; Yamaha FZR 400 (any year), FZ 600, RZ 350 (up to 450cc), TZR (in Superstock trim).

Vintage 7 Heavyweight

Pre 1996 Unlimited displacement production machines.

Pre 1996 Factory GP machines up to 500cc.

RS and TZ 250's through 1999.

All Kawasaki ZX7 regardless of year (may use stock 6" rear wheel, aftermarket wheels must meet class specs), all Ducati 916 and Yamaha YZF750 regardless of year, all RC51, TL1000, GSF1200(S), VTR1000F and Z1000 regardless of year (must remain SS spec with the exception of bodywork), All Honda CBR900 regardless of year (1998 engines must remain SS Spec). 2000-2003 Aprilia Mille/Tuono/Falco (must remain SS spec with the exception of bodywork)

Vintage 7 Mediumweight

Pre 1996 4-stroke multi cylinder up to 650cc.

Pre 1996 4-stroke air cooled twins up to 1200cc.

Pre 1996 4-stroke water cooled twins up to 800cc.

All Honda CBR600F3 regardless of year, Kawasaki ZX6R up to 1997, Ducati 748 up to 2000 in Superstock trim other than tires and rims, Buells - steel frames, no FI bikes, all years, stock displacement.

Exclusions: No machine eligible for D Superbike, 125GP, or Clubman classes will be allowed to bump-up to V 7.

Vintage 8 Heavyweight

Unlimited displacement machines based on Superbike rules that are 12 years old or older based on the current season year as well as the exact same model of a newer year but unchanged in every way other than graphics.

Vintage 8 Mediumweight

Up to 650cc machines based on Superbike rules that are 12 years old or older based on the current season year as well as the exact same model of a newer year but unchanged in every way other than graphics.

FORMULA

Formula 500

Pre 1973 2-stroke factory road racers up to 360cc.

Pre 1974 2-stroke production machines up to 500cc.

Pre 1974 4-stroke, 4 cylinder up to 500cc.

Among the eligible Formula 500 machines are the following: Bridgestone 350; Cagiva-Ducati 500cc Panta twins; Honda CB350F, 400F, 500F, CB450 and 500 twins, CB550 and 1977 MT125; Kawasaki H1, H1R, and S3 400cc; Moto-Guzzi 500 twin; Suzuki 500 Titan, GT 380, GT550, and GS450 any year up to 550cc; Yamaha RD350, RD400 (regardless of year), R5, SR500s (up to 540cc), TR2, TR3, TZ 250 and 350 (twin shock, no "G" model cylinders). TZ 750 cylinder and head (model 409 only) may also be used. The use of cast wheels is allowed in this class.

Formula 2-Stroke

This is a Vintage Formula class where hybrids up to 1985 are permitted. Alloy race frame of the perimeter type may be used as these were available in the period, but twin spar ("Delta Box") frames are prohibited.

Among the eligible Formula 2-Stroke machines are the following: Honda RS 125 (steel frame only); Kawasaki H2, H2R; Suzuki RG250, RG500 and GT750; Yamaha RZ350 (up to 450cc), RZ500, TZ250, TZ350, TZ500. Specialty frames, such as Harris, Nikko-Baker and Spondon, are permitted.

1. Bump Up

All machines are eligible to "bump-up" to a second class. Certain machines may be eligible to bump-up to a third class if they meet all eligibility requirements for each class entered. Bump-up

eligibility is as follows: 3501- GP to 500 GP; 500GP to V1. 350 and 500 GP machines may be entered in Formula 500, or an appropriate Vintage class; Formula 500 to V 3. Formula 2 Stroke to V5; V1 to V2; V2 to Formula 500; V2 2-stroke to V3; V3 to V 4; V4 to V5; V5 to V6; V6 to V7; V5 2-stroke to Formula 2-stroke; V7HW to V8HW, V7MW to V8MW & V8HW.

2. Component Specifications

Major components are the engine and frame. Successive year models of the marque are eligible provided that major components are essentially unaltered (like design). Hybrids (a motorcycle comprised of mixed origin or composition) are permitted, provided that the design and operating principle was in use prior to the cutoff date. We will allow specific modifications, as appropriate, for disabled riders on a case by case basis, considering bike and class specifications, i.e. use of air shifters for disabled riders in superbike spec classes.

Updating and backdating is permitted within the category dates. Components of later date may be used provided the design and operating principles of the component is essentially unaltered.

V6 Light Weight machines may run any hybrid engine/frame combination as long as the engine meets the year cutoff. V6 Heavy Weight machines must run the stock frame. All V6 machines must use period front end and wheels. All V6 machines may use six piston brake calipers and may use modernized bodywork with integral belly pan. No newer machines may be run regardless of similarity to a bike that is age-legal for the class unless specifically listed in the eligible machines list above.

V7 machines must run the stock frame. Modernized bodywork may be used to incorporate a required belly pan. V7 machines are run per Superbike rules.

Suspension: Forks: All machines must use period type forks. Maximum diameter is: GP, V1, V2, Formula 500 and V3 - 38mm. V4, V5 and Formula 2 Stroke - 43mm. V6 and V7 - 45mm max. V8 - no limit. Upside Down forks are permitted in Formula 2 Stroke, V5, V6, V7 and V8 only.

There are two types of rear suspension allowed: One with two shock/spring units inclined no more than 45 degrees from vertical and the bottom shock mount not more than 4 inches from the center of the rear axle. The other type is mono-shock or cantilever rear suspensions. Mounting two or more shocks on a mono-shock type suspension is not allowed.

In Heritage, GP, V1, V2, Formula 500, V3 and V4 mono-shock rear suspension is not allowed. In Formula 2 Stroke, V5, V6, V7 and V8 mono-shock suspension is allowed.

Brakes: Heritage will employ drum brakes up to 8.75" diameter and 1.75" width. 350 & 500 GP will employ internal expanding drum brakes front and rear regardless of original equipment.

Formula 500, V1, V2 and V3 will employ expanding drum brakes or disc brakes up to 12" in diameter, no floating rotors. Calipers may be a maximum of two pistons and may float (all components must be period correct). Formula 2 Stroke, V4, V5, V6, V7 and V8 may use any brake system provided that the design and operating principle was in use prior to the cut-off date. V6, V7 and V8 are the only classes allowed to run six piston calipers.

Wheel Types: Heritage will use wire spoke wheels. GP, V1 will use wire spoke built-up wheels. V2 and V3 will use wire spoke built-up or cast wheels if they were OEM equipment on the production bike. Formula 500 may use cast wheels. Formula 2 Stroke, V4, V5, V6, V7 and V8 may use any wheel type provided that the design and operating principle was in use prior to the cut-off date.

Wheel Sizes: Heritage rim diameter must 16" maximum. GP, V1, V2, Formula 500 and V3 rim diameter will be 18" or greater unless original equipment was fitted with smaller rim diameter. Formula 2 Stroke, V4, V5, V6, V7 and V8 rim diameter will be 16" or greater.

Rim Width: Heritage, GP, V1 and V2 may not exceed 2.75. Formula 500 and V3 may not exceed 3". Formula 2 Stroke, V4, V5, V6, and V7 may not exceed 3.5" front and 5.5" rear. V8 has no limitations. Tires will be in accordance with WERA Technical requirements as set forth in Chapter 8. Heritage may not exceed 130mm. Heritage, GP, V1, V2, Formula 500 and V3 cannot use racing slicks or racing rain tires. Formula 2 Stroke, V4, V5, V6, V7 and V8 may use racing slicks or racing rain tires.

Engine: Aspiration will be natural. Make and model of carburetor is unrestricted provided that the design and operating principle was in use prior to the cutoff date. Internal engine components may be modified, altered or changed. Cylinders may be bored to a maximum of .080" singles, .060" twins, and .040" three and more cylinders from the class limit. No turbo charging or supercharging are permitted in any vintage racing machine. Any machine with a displacement limit following it in the class rules cannot use these overbores, the listed displacement is absolute. If there is no class limit then stock bore is the limit.

Frame: Heritage must use steel frames, no Norton featherbed. Swing-arm bracing or use of aftermarket performance swing-arms is allowed in all classes unless denied by special rules. These modifications must be made in a manner considered period for the class; i.e., all V 4 OHC 4 cylinder machines may employ bracing or swing-arms of the design that was in use prior to 1982.

Bodywork: Full fairings of period design are allowed in all classes except Heritage but not required (unless noted elsewhere). Dustbin fairings are not allowed. No brackets or bodywork shall be made of Carbon Fiber or Kevlar except in V6, V7 and V8. Carbon Fiber silencers are allowed on 2-strokes.

3. Technical Specifications – Eligibility and Cutoff Dates

Proof of eligibility: Eligibility documentation must be furnished upon request by the entrant. The following are evidence of proof: original magazine articles from the period, factory racing bulletins, manufacturer's affidavit, historic journals or publications and other dated material. Replicas must conform to the original historic configuration in major components. (Major components are frame, engine and transmission.) Original publications are required, photocopied articles/documents are not acceptable. If the motorcycle that you would like to race is not listed under "Among the eligible machines..." eligibility must be confirmed with AMA for approval prior to racing the machine.

Cutoff date: In the class structure, eligible motorcycles are listed by date. For example, Pre-1974; this means that motorcycles built prior to 12/31/73 are legal within the structure of that class. V6, V7, and V8 cut off dates will be the model year only. Formula and factory racers must have been raced at least once in the United States prior to the cutoff date.

If a production street model motorcycle is built up to manufacturer road racer specifications it shall be considered a production road racer and shall compete in the next class up. A motorcycle will be considered to built to factory road race specifications if it employs any of the following: dry clutch; factory race cylinders or plated bore cylinders with no iron sleeve; factory or aftermarket racing head. Purpose built factory GP machines (Norton Manx, AJS 7R, G50, XRTT 750, etc) must also compete in the next class up if they enter a production based class, i.e. V1, V2 or V3.

J. MODERN CLASS STRUCTURE

THRUXTONS

900cc Triumph Thruxton machines in Superstock Spec

LIGHTWEIGHT TWINS SUPERBIKE EXPERT & NOVICE and LIGHTWEIGHT TWINS SUPERSTOCK EXPERT & NOVICE

Up to 800cc air-cooled twins

Up to 750cc water-cooled twins with 3 valves

Up to 700cc water-cooled twins with more than 3 valves

Unlimited singles based on Formula rules (Superbike only)

*No 125cc GP machines,

*Buell Firebolt and Lightning, Harley-Davidson XR1200 (Old AMA Spec class limits in SS & SB), Ducati 900SS and any model using the 1000DS or 1100DS engine are allowed under Superstock rules in LWTSB only.

*There are no bodywork limits in LWT.

HEAVYWEIGHT TWINS SUPERBIKE EXPERT & NOVICE and HEAVYWEIGHT TWINS SUPERSTOCK EXPERT & NOVICE

Unlimited displacement air-cooled, four stroke twins, (based on Formula rules in HWT SB)

Unlimited displacement water-cooled, four stroke twins, (under 900cc based on Formula rules in HWT SB)

Up to 700cc water cooled, four stroke triples

*Any machine legal for Lightweight Twins

*Formula 2 & 3 Machines in Superbike Only

*Up to 1050cc Triples based on Superstock rules will be allowed in HWT Superbike only.

*There are no bodywork limits in HWT.

FORMULA 2 EXPERT & NOVICE

Up to 396cc 2-stroke water-cooled twins

Up to 500cc 2-stroke air-cooled twins and multis

Up to 700cc 4-stroke twins

Up to 600cc 4-stroke air-cooled multis

Up to 565cc 4-stroke water-cooled multis

Unlimited singles

*All LWT (SS and SB) Machines (must retain original class legality)

FORMULA 3 (no Expert/Novice differentiation)

Up to 125cc 2-stroke Grand Prix machines

Up to 250cc 4-stroke engines in GP chassis

SIDECARS

Modern and Vintage sidecars: **may** be run together but scored separately.

Reason: Update and restructure to the Vintage Road Race section of the rulebook.

Proposal #35 - Amended

Section 3.3; Chapter: I; Page: 141

Current:

In motorcycle studded-tire classes, studded tires are permitted, and protective front and rear fenders are necessary, extending at least 90 degrees from a vertical line drawn through the axle.

Ice race screws specifications: sheet metal screws with a hexagonal head and one screwdriver slot screw size: #7-#10. Head height: 3/16" (.1875 + or - .006 tolerance)

Maximum head washer diameter: 335/1000 (.335 + or - .015).

Screwdriver slot not to exceed 85/1000 (.085)

No screw modifications, such as sharpening, or heat treating allowed.

Proposed 2017 Rulebook States:

In motorcycle studded-tire classes, studded tires are permitted, and protective fenders are required. **On the front, extending from horizontal line through the front axle center to a line vertical to the fork bottom triple clamp. On the rear, the fender should extent on a horizontal line** with the rear axle to a point that does not allow an arm or leg to get between the fender, number plate **or** rear tire. No guards that allow access to the screws **are allowed**.

Ice screw specifications:

Sheet metal screws with a 1/4" hexagonal washer head with no more than one straight screwdriver slot.

Overall head height from under washer 3/16" (.1875" + or -.006)

Maximum head washer diameter: .350"

Screw driver slot not to exceed .085"

Screw height not to exceed 3/16" (.1875"+ or -.006) above tire. No added washers. Base of screw must contact rubber of tire.

No screw modification from production allowed, such as sharpening etc.

Reason: Clarification.



Proposal #36

Section 3.3; Chapter: I; Paragraph: 7; Page: 141

Current:

7. Sidecars must be equipped with tether-type kill switches—not buttons or other types of switches—and the cord must be fastened directly around the driver’s wrist, not to his clothing.

Proposed 2017 Rulebook States:

7. **All machines** must be equipped with tether-type kill switches—not buttons or other types of switches—and the cord must be fastened directly around the driver’s wrist, not to his clothing.

Reason: Clarification.

Proposal #37 - Amended

Section 3.8; Page: 202

Current:

Refer to Section 3.8 on page 202.

Proposed 2017 Rulebook States:

The AMA Vintage National Dirt Track Series highlights the various eras of AMA Pro dirt track competition, from **1913**-2006, by showcasing dirt track motorcycles which represent much of the technology that was used during each era. These rules have been written to strive for period-correct authenticity while recognizing that component availability restrictions prevent this from being entirely practical.

GENERAL

1. AMA Pro Racing license holders must wait one full year after their pro license expires to be eligible for Vintage National competition.
2. If a final cannot be run, the results for that class will be awarded based on heat and/or semi results.
3. Limit of four classes per rider per meet.
4. Knobby tires will NOT be permitted.
5. Only riders who qualify for main events will receive championship points.

6. Riders who are disqualified from a main event will not receive championship points.
7. Ties in championship points will be broken by number of wins, followed by number of runner-up finishes, and so on.
8. Riders may change bikes for the main event, or a race restart, but the new machine must be eligible for the class originally entered, and the rider must start from the penalty line.

CHAMPIONSHIP POINTS

Championship points will be based on the following point schedule:

Finish	Points	Finish	Points	Finish	Points	Finish	Points
1 st	30	6 th	15	11 th	10	16 th	5
2 nd	25	7 th	14	12 th	9	17 th	4
3 rd	21	8 th	13	13 th	8	18 th	3
4 th	18	9 th	12	14 th	7	19 th	2
5 th	16	10 th	11	15 th	6	20 th	1

EQUIPMENT

Definitions

1. "OEM*" indicates that parts and accessories from different production years are allowed, provided that they are for the same make and model as the original.
2. "Era Correct*" indicates that parts or accessories that were made in the time period of the original make and model, or similar reproductions thereof, are allowed. This includes parts and accessories that qualify for the OEM* designation.

Equipment Eligibility

The year in which an engine was approved for AMA professional Class C competition determines the earliest era in which that motorcycle may compete in the AMA Vintage National Championship series. **However, the most recent technology on the motorcycle – as listed within the class-specific rules on the following pages – determines the appropriate era in which that motorcycle may compete in the AMA Vintage National Championship series. Some examples follow.**

1. A Harley-Davidson CRS Sprint (1961-1968 era) with a two-piston rear brake (1969-1976 era) belongs in the 1970s Vintage 250cc class (1969-1976 era).
2. A BSA A65 (1961-1968 era) with a WM5 rear rim (1977-1988 era) belongs in the 1980s Vintage 750cc class (1977-1988 era).

3. A Wood-Rotax 500 (1977-1988 era) with WM3 rims (1969-1976 era) and a two-piston rear brake (1969-1977 era) belongs in the 1980s Vintage 500cc class (1977-1988 era).

General Equipment Standards

- 1 Hydraulic clutches are not permitted.
- 2 All drain plugs must be safety wired.
- 3 All axles and swing arm pivots must be steel.
- 4 Front fenders and rear portion of rear fenders may be removed, or special fenders may be fitted. Such special fenders must be made and attached in a safe and workmanlike manner. Rear fenders, when installed, must extend horizontally beyond a vertical plane that goes through the rear axle.
- 5 Electrical engine monitoring or management systems are not permitted.
- 6 All motorcycles must be fitted with a guard completely enclosing the primary drive.
- 7 Fork stops must be installed of sufficient size and strength to prevent the fork tubes from contacting the fuel tank.
- 8 The ends of all foot-operated control levers - brake and shift levers, for example - must be rubber-covered.
- 9 At events and in all classes where brakes are not allowed, all hand and foot-operated brake levers must be removed.
- 10 All control levers must have a minimum 1/2" diameter ball end.
- 11 All motorcycles must be equipped with a functional mechanical engine kill device (compression release, etc) or ignition cut-off switch/button, mounted on the handlebar and within reach of the hand on the handlebar grip.
- 12 All motorcycles must be equipped with a self-closing throttle mechanism.
- 13 All footrests must fold backwards and a 45 degree angle. The top of the right side footrest may be serrated. The end of all footrests must be covered with at least 1/4" of rubber.
- 14 The maximum length of the footrest from the pivot point is five inches.
- 15 Oil filter bolts must be secured with safety wire.
- 16 Oil filter cans must be secured with metal clamps and safety wire.
- 17 All radiators must have an overflow hose routed to a heat-resistant container with a minimum capacity of 350cc.

COMPETITION CLASSES

Class Overview

Table 1 provides a brief, general, overview of the general equipment requirements for each era. This table is provided for general guidance only –the specific rules listed for each competition class elsewhere in this rulebook take precedence over anything shown in this table.

Table 1: General Equipment Overview

	1940s (1933-1951 era)	1960s (1952-1968 era)	1970s (1969-1976 era)	1980s (1977-1988 era)	1990s (1989-2006 era)	Hot Rods (up to 1988 era)
Bore	As approved for Class C competition. An 0.080" overbore is allowed.			As approved for Class C competition. (some exceptions exist). An 0.080" overbore is allowed.		Any
Stroke	As approved for Class C competition			As approved for Class C competition (some exceptions exist)		Any
Front Brakes (ST, HM, M)	None are permitted					
Rear Brakes (ST, HM, M)	None are permitted		Drum brake or maximum two-piston caliper disc required	Required		Required
Front Brakes (TT)	Drum brake is required.		Drum brake or maximum two-piston caliper disc required	Required		Required
Rear Brakes (TT)	Drum brake is required.		Drum brake or maximum two-piston caliper disc required	Required		Required
Rim Type	Wire spoke type only			Any		Any
Rim Width	WM3 (2.15") maximum			WM6 (3.50") maximum		Any
Tires	Modern "wide" rear tires (27.5 X 7.5 or 140/80) are not permitted			Any		Any

Forks	OEM	35mm diameter maximum. Conventional design only	36mm diameter maximum. Conventional design only	Any diameter. Conventional design only	Any diameter. Inverted design are allowed	Any
Triple Clamps	Non-adjustable only			Adjustable are allowed		Any
Frames	Period OEM	Period OEM or aftermarket rigid	Aftermarket twin-shock frames are allowed	Some single-shock frames are allowed.	Any	Any
Shocks	Period OEM	Piggy-back shocks are not permitted		Piggy-back shocks are allowed.	Any	Any
Carbs	Linkert or Amal are allowed. Mikuni or Keihin are not permitted. See rulebook.	Linkert, Amal, IRZ, Tillotsen, Dell'Orto, or Mikuni are allowed. Flat slides are not permitted. See rulebook.	Mikuni or Keihin flat slides are not permitted.	Any		Any

Recommended Combined Classes

When individual class entries do not warrant running every class by themselves, promoters are encouraged to run certain classes together, but score them separately for championship purposes. For safety purposes, promoters should not combine any pre-1969 (brake-less) classes with any post-1969 (brakes required) classes. The following class combinations are recommended to encourage consistency amongst all AMA Vintage National events, while ensuring classes with similar speeds are combined:

1. 1940s Vintage 750cc and 1960s Vintage 750cc. The 1960s Vintage 250cc could also be included here, if entries are low enough.
2. 1970s Vintage 360cc and 1980s Vintage 250cc. The 1970s Vintage 250cc could also be included here, if entries are low enough.
3. 1970s Vintage 750cc, 1980s Vintage 750cc, and/or 1990s Vintage 1000cc.

4. 1980s Vintage 500cc and 1990s Vintage 505cc.

THE 1913-1932 VINTAGE ERA

SIGNIFICANT AMA RULE CHANGES DURING THIS ERA

- Creation of the AMA from the Motorcycle & Allied Trade Association (1924).
- AMA conducts Class A National Championship events on board tracks and dirt tracks.

CLASS: 1920s VINTAGE CLASS A (NEW CLASS)

Era: 1913-1932

Acceptable Configurations: Single-cylinder or V-twin air-cooled four-stroke pocket-valve (intake-over-exhaust) or overhead valve board-track and dirt track racing engines built prior to 1930.

Brakes: Brakes are not permitted. If the motorcycle is equipped with a coaster brake – as many early racers were – the brake must be disabled in a secure manner. This may involve securing the pedal cranks to the frame to prevent brake operation.

Carburetor: Era Correct*, original or reproduction. Shebler Deluxe, Linkert M Series, or barrel-type are allowed.

Engine: Era Correct*, original or reproduction. As approved for AMA Professional Class A competition.

Engine, cases: Era Correct*, original or reproduction.

Engine, clutch: Countershaft or crankshaft clutches are allowed.

Engine, cylinder: Era Correct*, original or reproduction.

Engine, head: Era Correct*, original or reproduction.

Engine, transmission: Era Correct*. True Class A motorcycles did not have transmissions, so the use of transmissions is discouraged. If the motorcycle has a transmission, it must be locked in one gear.

Exhaust: Era Correct*.

Frame: Era Correct*, original or reproduction, rigid style only. Period style, stock style, modified stock style, full-loop short-coupled style racing frame or keystone-style racing frames are allowed. Welded tube frames are not permitted.

Frame, forks: Era Correct*, original or reproduction stock style, spring-type, rigid truss-style, leaf-spring style, or Merkel type are allowed. Hydraulic shocks or dampening are not permitted.

Frame, seat: Era Correct*. No modern seats are permitted.

Frame, shocks: Rigid rear suspension only.

Handlebars: Era Correct*, original or reproduction, dropped style only. No flat track bars are permitted. All handlebars must drop below the horizontal plane of the top of the triple clamps, and not exceed 35 inches in width.

Ignition: Era Correct*. Original type magneto or period battery ignition with points are allowed. Electronic ignitions are not permitted.

Restrictors: None.

Rim, front: WM2, 1.85" maximum width. Wire spoke type only. Clincher rims or drop-center rims are allowed.

Rim, rear: WM2, 1.85" maximum width. Wire spoke type only. Clincher rims or drop-center rims are allowed.

Rolling Starts: All Class A races will begin with a rolling start.

Tank, fuel: Era Correct*.

Tank, oil: Era Correct*.

Tire, front: 28" x 2¼" ribbed racing tires, 21" x 3" Avon-style ribbed Speedmaster tires, button tread or Non-Skid clincher tires are allowed.

Tire, rear: 28" x 2¼" ribbed racing tires, 21" x 3" Avon-style ribbed Speedmaster tires, button tread or Non-Skid clincher tires are allowed.

THE 1933-1951 VINTAGE ERA

SIGNIFICANT AMA RULE CHANGES DURING THIS ERA

- Introduction of Class C racing (1933).
- Elimination of Class A racing (1938).
- Eligible motorcycles must be approved by the AMA Competition Committee, and have at least 25 units produced (1949).
- Brakes continue to be forbidden on all oval track racing, for safety reasons.
- Rigid frames continue to be used due on oval track racing due to inconsistent performance with any rear suspension.
- All professional ranks (Novice-Amateur-Expert) run 500cc overhead valve or 750cc flat-head engines on all oval tracks, including short tracks.
- The TT format is introduced, based on the Isle of Man TT concept, allowing up to 80ci displacement.

SIGNIFICANT NEW RACING MODELS DURING THIS ERA

- BSA ZB Gold Star (500cc overhead valve single)
- Harley-Davidson WR (750cc side-valve twin)
- Indian 648 Big Base Scout (750cc side-valve twin)
- Norton 30M Manx (500cc overhead valve single)
- Triumph T100 (500cc overhead valve twin)

CLASS: 1940s VINTAGE 750cc

Era: 1933-1951

Acceptable Configurations: On short track, half mile, and mile courses, 750cc side-valve four-stroke or 500cc overhead valve four-stroke. On TT courses, up to 80ci is allowed.

Brakes: On short track, half mile, and mile courses, brakes are not permitted. On TT courses, operational front and rear wheel brakes – OEM* mechanical drum, same make and model as the engine, **1933-1951 era** - are mandatory.

Carburetor: Era Correct*, or Linkert: M Series or S series; Amal: Type 29, 76, 276, TT, or RN. Mikuni or Keihin are not permitted.

Engine: As approved for AMA Professional Class C Competition for the 1951 season (or earlier).

Engine, cases: OEM*, **1933-1951 era**, same make and model as original.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition. Overbore of 0.080" is allowed. Must be **1933-1951 era**, same make and model as original.

Engine, head: OEM*, **1933-1951 era**, same make and model as original.

Engine, transmission: OEM*, four speed maximum. Hand-shift to foot-shift conversions, military or otherwise, are not permitted. If original model was hand-shift/foot-clutch, bike must be configured the same.

Exhaust: Era Correct*.

Frame: OEM*, **1933-1951 era**, same make and model as original. No alterations are permitted.

Frame, seat: Era Correct*.

Frame, fender: If a rear fender exists, it must extend horizontally beyond a vertical plane that goes through the rear axle.

Frame, forks: OEM*, **1933-1951 era**, same make and model as original. **No alterations are permitted.** Adjustable triple clamps are not permitted.

Frame, shocks: Rigid rear suspension only.

Ignition: Aftermarket ignitions are allowed.

Restrictors: None.

Rim, front: WM3, 2.15" maximum width. Wire spoke type only. Mag type wheels are not permitted.

Rim, rear: WM3, 2.15" maximum width. Wire spoke type only. Mag type wheels are not permitted.

Tank, fuel: OEM*, 1933-1951 era, same make and model as original.

Tank, oil: OEM*, 1933-1951 era, same make and model as original.

Tire, front: 27.0 X 7.0, 130/80, or 4.00" width maximum.

Tire, rear: 27.0 X 7.0, 130/80, or 4.00" width maximum. Modern 27.5 X 7.5 or 140/80 tires are not permitted.

THE 1952-1968 VINTAGE ERA

SIGNIFICANT TECHNOLOGICAL ADVANCEMENTS DURING THIS ERA

- Aftermarket rigid frames (1967)
- 35mm Ceriani forks (late 1960s)

SIGNIFICANT AMA RULE CHANGES DURING THIS ERA

- Eligible Class C motorcycles must be approved by the AMA Competition Committee and have at least 200 units produced.
- The Grand National Championship is established (1954)
- 250cc maximum displacement on short tracks (1961) and all Novice competition (on all tracks by 1964)

SIGNIFICANT NEW RACING MODELS DURING THIS ERA

- BSA BB, CB, DB, and DBD Gold Stars (500cc overhead valve singles) and A65 (650cc overhead valve twin).
- Bultaco Pursang (250cc two-stroke single).
- Harley-Davidson KR (750cc side-valve twin) and CR Sprint (250cc overhead valve single).
- Matchless G50 (500cc overhead valve single).
- Royal Enfield Bullet (500cc overhead valve single).
- Triumph T100R (500cc overhead valve twin).

- Yamaha TD1 (250cc two-stroke twin), DT1 (250cc two-stroke single), and YR1 (350cc two-stroke twin).

CLASS: 1960s VINTAGE 250cc

Era: 1952-1968

Acceptable Configurations: 0-250cc.

Brakes: On short track, half mile, and mile courses, brakes are not permitted. On TT courses, operational front and rear wheel brakes – OEM* mechanical drum only - are mandatory.

Carburetor: OEM* or one of the following exceptions: Linkert: M Series, L Series, or S series; Amal: Mono block, Concentric, GP or TT; IRZ; Tillotsen; Dell 'Orto SS1; Mikuni VM round slides. Flat slides are not permitted. Maximum size allowed is 32mm on singles, 28mm on twins.

Engine: As approved for AMA Professional Class C Competition for the 1968 season (or earlier).

Engine, cases: OEM*.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition.

Overbore of 0.080" is allowed.

Engine, head: OEM*.

Engine, transmission: OEM*, five speed maximum.

Exhaust: Era Correct*.

Frame, forks: 35mm diameter maximum. Conventional design only. Adjustable triple clamps are not permitted.

Frame: OEM* twin shock or rigid frame, the same make and model as the engine. Aftermarket rigid frames are allowed.

Frame, fender: If a rear fender exists, it must extend horizontally beyond a vertical plane that goes through the rear axle.

Frame, seat: Era Correct*.

Frame, shocks: Piggy back shocks are not permitted.

Ignition: Era Correct*. Aftermarket ignitions are allowed.

Restrictors: Reed valves are not permitted.

Rim, front: WM3, 2.15" maximum. Wire spoke type only. Mag type wheels are not permitted.

Rim, rear: WM3, 2.15" maximum. Wire spoke type only. Mag type wheels are not permitted.

Tank, fuel: Era Correct*.

Tank, oil: Era Correct*.

Tire, front: 27.0 X 7.0, 130/80, or 4.00" width maximum.

Tire, rear: 27.0 X 7.0, 130/80, or 4.00" width maximum. Modern 27.5 X 7.5 or 140/80 tires are not permitted.

CLASS: 1960s VINTAGE 750cc

Era: 1952-1968

Acceptable Configurations: On short track, half mile, or mile courses, 251cc-750cc side valve four-stroke, 251cc-500cc overhead valve four-stroke, or 251cc-500cc two-stroke. On TT courses, 251cc-900cc is allowed.

Brakes: On short track, half mile, and mile courses, brakes are not permitted. On TT courses, operational front and rear wheel brakes – OEM* mechanical drum only - are mandatory.

Carburetor: OEM*, or one of the following exceptions: Linkert: M Series, L Series, or S series; Amal: Mono block, Concentric, GP or TT; IRZ; Tillotsen; Dell 'Orto SS1; Mikuni VM round slides. Flat slides are not permitted.

Engine: As approved for AMA Professional Class C Competition for the 1968 season (or earlier).

Engine, cases: OEM*.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition. Overbore of 0.080" is allowed.

Engine, head: OEM*.

Engine, transmission: OEM*, four speed maximum.

Exhaust: Era Correct*.

Frame: OEM* twin shock or rigid frame, the same make and model as the engine. Aftermarket rigid frames are allowed.

Frame, fender: If a rear fender exists, it must extend horizontally beyond a vertical plane that goes through the rear axle.

Frame, forks: 35mm diameter maximum. Conventional design only. Adjustable triple clamps are not permitted.

Frame, seat: Era Correct*.

Frame, shocks: Piggy back shocks are not permitted.

Ignition: Era Correct*. Aftermarket ignitions are allowed.

Restrictors: Reed valves are not permitted.

Rim, front: WM3, 2.15" maximum. Wire spoke type only. Mag type wheels are not permitted.

Rim, rear: WM3, 2.15" maximum. Wire spoke type only. Mag type wheels are not permitted.

Tank, fuel: Era Correct*.

Tank, oil: Era Correct*.

Tire, front: 27.0 X 7.0, 130/80, or 4.00" width maximum.

Tire, rear: 27.0 X 7.0, 130/80, or 4.00" width maximum. Modern 27.5 X 7.5 or 140/80 tires are not permitted.

THE 1969-1976 VINTAGE ERA

SIGNIFICANT TECHNOLOGICAL ADVANCEMENTS DURING THIS ERA

- Trackmaster produces the first aftermarket twin-shock racing frames (1969)
- Mikuni VM round slide carburetors (1969)
- Goodyear introduces the DT-I tire designed specifically for dirt track use (1972)
- Lectron carburetors (mid 1970s)

SIGNIFICANT AMA RULE CHANGES DURING THIS ERA

- Rear brakes are allowed on oval-track competition for the first time (1969), but they are not mandatory.
- Overhead valve and two-stroke engines are allowed 750cc displacement in dirt track competition (1969).
- 250cc maximum displacement for short track and Novice competition (1969-1972).
- 360cc maximum displacement for short track and Novice competition (1973-1976).
- Eligible Class C motorcycles must be approved by the AMA Competition Congress and have one complete motorcycle and 24 engines produced (1975).
- Multi-cylinder engines (more than two cylinders) are outlawed from dirt track competition (1976).

SIGNIFICANT NEW RACING MODELS DURING THIS ERA

- BSA A70 (750cc overhead valve twin) and Rocket 3 (750cc overhead valve triple)
- Bultaco Astro (250cc & 360cc two-stroke singles)
- Harley-Davidson XR750 (750cc overhead valve twin), ERS Sprint (350cc overhead valve single), and MX250 (250cc two-stroke single).

- Kawasaki H1R and H2R (750cc two-stroke triples).
- Norton Commando (750cc overhead valve twin).
- Ossa DMR (250cc two-stroke single).
- Triumph T120/RT and T140 (750cc overhead valve twins) and Trident (750cc overhead valve triple).
- Yamaha TD2 (250cc two-stroke twin), XS650 (650cc overhead cam twin), RT1 (360cc two-stroke single), TT500 (500cc overhead cam single), and TZ750 (750cc two-stroke four-cylinder).

CLASS: 1970s VINTAGE 250cc

Era: 1969-1976

Acceptable Configurations: 175cc-250cc two-stroke singles, 175cc-250cc four-stroke singles, or 175cc-250cc four-stroke **multis**.

Brakes: On all courses, rear wheel brakes are mandatory. On TT courses, front wheel brakes are also mandatory. Brakes to be OEM*, mechanical drum, or disc with maximum two-piston caliper. All brakes must be adequate and operational. **Wave rotors are not permitted.**

Carburetor: Era Correct*. Mikuni or Keihin flat slides are not permitted.

Engine: As approved for AMA Professional Class C Competition for the 1976 season (or earlier).

Engine, cases: OEM*.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition. Overbore of 0.080" is allowed.

Engine, head: OEM*.

Engine, transmission: OEM*, six speed maximum.

Exhaust: Era Correct*.

Frame: OEM*, aftermarket twin shock, and aftermarket rigid frames are allowed.

Frame, fender: If a rear fender exists, it must extend horizontally beyond a vertical plane that goes through the rear axle.

Frame, forks: 36mm diameter maximum. Conventional design only. Adjustable triple clamps are not permitted.

Frame, seat: Era Correct*.

Frame, shocks: Piggy back shocks are not permitted.

Ignition: Any.

Restrictors: None.

Rim, front: WM3, 2.15" maximum. Wire spoke or mag type wheels are allowed.

Rim, rear: WM3, 2.15" maximum. Wire spoke or mag type wheels are allowed.

Tank, fuel: Era Correct*.

Tank, oil: Era Correct*.

Tire, front: 27.0 X 7.0, 130/80, or 4.00" width maximum.

Tire, rear: 27.0 X 7.0, 130/80, or 4.00" width maximum. Modern 27.5 X 7.5 or 140/80 tires are not permitted.

CLASS: 1970s VINTAGE 360cc

Era: 1969-1976

Acceptable Configurations: 251cc-360cc two-stroke singles, 251cc-360cc four-stroke singles, 251cc-360cc four-stroke **multis**, or 175cc-250cc two-stroke **multis**.

Brakes: On all courses, rear wheel brakes are mandatory. On TT courses, front wheel brakes are also mandatory. Brakes to be OEM*, mechanical drum, or disc with maximum two-piston caliper. All brakes must be adequate and operational. **Wave rotors are not permitted.**

Carburetor: Era Correct*. Mikuni or Keihin flat slides are not permitted.

Engine: As approved for AMA Professional Class C Competition for the 1976 season (or earlier).

Engine, cases: OEM*.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition. Overbore of 0.080" is allowed.

Engine, head: OEM*.

Engine, transmission: OEM*, five speed maximum.

Exhaust: Era Correct*.

Frame: OEM*, aftermarket twin shock, and aftermarket rigid frames are allowed.

Frame, shocks: Piggy back shocks are not permitted.

Frame, seat: Era Correct*.

Frame, fender: If a rear fender exists, it must extend horizontally beyond a vertical plane that goes through the rear axle.

Frame, forks: 36mm diameter maximum. Conventional design only. Adjustable triple clamps are not permitted.

Ignition: Any.

Restrictors: None.

Rim, front: WM3, 2.15" maximum. Wire spoke or mag type wheels are allowed.

Rim, rear: WM3, 2.15" maximum. Wire spoke or mag type wheels are allowed.

Tank, fuel: Era Correct*.

Tank, oil: Era Correct*.

Tire, front: 27.0 X 7.0, 130/80, or 4.00" width maximum.

Tire, rear: 27.0 X 7.0, 130/80, or 4.00" width maximum. Modern 27.5 X 7.5 or 140/80 tires are not permitted.

CLASS: 1970s VINTAGE 750cc

Era: 1969-1976

Acceptable Configurations: 361cc-750cc.

Brakes: On all courses, rear wheel brakes are mandatory. On TT courses, front wheel brakes are also mandatory. Brakes to be OEM*, mechanical drum, or disc with maximum two-piston caliper. All brakes must be adequate and operational. **Wave rotors are not permitted.**

Carburetor: Era Correct*. Mikuni or Keihin flat slides are not permitted.

Engine: As approved for AMA Professional Class C Competition for the 1976 season (or earlier).

Engine, cases: OEM*.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition.

Overbore of 0.080" is allowed.

Engine, head: OEM*.

Engine, transmission: OEM*, five speed maximum.

Exhaust: Era Correct*.

Frame, forks: 36mm diameter maximum. Conventional design only. Adjustable triple clamps are not permitted.

Frame, fender: If a rear fender exists, it must extend horizontally beyond a vertical plane that goes through the rear axle.

Frame: OEM*, aftermarket twin shock, and aftermarket rigid frames are allowed.

Frame, shocks: Piggy back shocks are not permitted.

Frame, seat: Era Correct*.

Ignition: Any. Harley-Davidson XR750s are not permitted to run Motoplat or PVL ignitions.

Restrictors: None.

Rim, front: WM3, 2.15" maximum. Wire spoke or mag type wheels are allowed.

Rim, rear: WM3, 2.15" maximum. Wire spoke or mag type wheels are allowed.

Tank, fuel: Era Correct*.

Tank, oil: Era Correct*.

Tire, front: 27.0 X 7.0, 130/80, or 4.00" width maximum.

Tire, rear: 27.0 X 7.0, 130/80, or 4.00" width maximum. Modern 27.5 X 7.5 or 140/80 tires are not permitted.

Harley-Davidson XR750 limits: Cylinder heads, ignition, crankcases, oil pump, and cam cover must be 1988 or earlier.

THE 1977-1988 VINTAGE ERA

SIGNIFICANT TECHNOLOGICAL ADVANCEMENTS DURING THIS ERA

- Goodyear mass produces the DT-II dirt track tire (1977).
- Rims wider than 2.15" (WM3)
- Multi-piston rear disc brakes
- Adjustable triple clamps
- Front forks larger than 36mm in diameter
- Piggy-back shocks (but no remote reservoirs, yet)
- Flat slide carburetors
- Big Bore four-stroke singles come into prominence, first on TT races in the 1970s and then on half miles in the 1980s.

SIGNIFICANT AMA RULE CHANGES DURING THIS ERA

- Rear brakes are mandatory on all oval-track competition (1977).
- 250cc maximum displacement for short track and Novice competition (1977-1983).
- 500cc maximum displacement for short track and Novice competition (1984-1986).
- AMA eliminates the professional Novice division (1986).
- 600cc maximum displacement for all single cylinder engines on all dirt tracks (1987).

- AMA allows the engine stroke to be modified to achieve a displacement limit for the first time (600cc in 1988).
- AMA introduces the 600cc National Championship Series (1988).

SIGNIFICANT NEW RACING MODELS DURING THIS ERA

- Ducati Pantah (750cc overhead valve twin).
- GTR NRE-1 (750cc overhead valve twin).
- Honda XR500 (500cc overhead cam single), RS500 (500cc overhead cam single), RS600 (600cc overhead cam single), NS750 and RS750 (750cc overhead cam twins)
- Kennedy American (750cc overhead valve twin).
- Yamaha OW72 and XV750 (750cc overhead cam twins).
- Wood-Rotax 500cc, 560cc, 600cc, and 660cc versions of the Rotax overhead cam single.

CLASS: 1980s VINTAGE 250cc

Era: 1977-1988

Acceptable Configurations: 0-250cc singles.

Brakes: On all courses, rear wheel brakes are mandatory. On TT courses, front wheel brakes are also mandatory. All brakes must be adequate and operational. **Wave rotors are not permitted.**

Carburetor: Any.

Engine: As approved for AMA Professional Class C Competition for the 1988 season (or earlier).

Engine, cases: OEM*.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition.

Overbore of 0.080" is allowed.

Engine, head: OEM*.

Engine, transmission: OEM*, six speed maximum.

Exhaust: Era Correct*. All two-stroke motorcycles must be equipped with a packed silencer.

Frame: OEM* or aftermarket twin shock period frame, Roberts Mono Shock, C&J/Gary Scott side shock, or C&J horizontal shock on top of motor, Honda RS factory dirt track linkage frame or Panther-Bolger linkage frame are allowed

Frame, forks: Any diameter. Conventional design only. Adjustable triple clamps are allowed.

Frame, shocks: Piggy back shocks are allowed. Remote reservoirs are not permitted.

Frame, seat: Era Correct*.

Ignition: Any.

Restrictors: None.

Rim, front: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Rim, rear: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Tank, fuel: Era Correct*.

Tank, oil: Era Correct*.

Tire, front: 27.0 X 7.0, 130/80, or 4.00" width maximum.

Tire, rear: 27.5 X 7.5, 140/80, or 4.00" width maximum.

CLASS: 1980s VINTAGE 500cc

Era: 1977-1988

Acceptable Configurations: 0-504cc four-stroke singles.

Brakes: On all courses, rear wheel brakes are mandatory. On TT courses, front wheel brakes are also mandatory. All brakes must be adequate and operational. **Wave rotors are not permitted.**

Carburetor: Any.

Engine: As approved for AMA Professional Class C Competition for the 1988 season (or earlier).

Engine, cases: OEM*.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition. Overbore of 0.080" is allowed.

Engine, head: OEM*.

Engine, transmission: OEM*, six speed maximum.

Exhaust: Era Correct*.

Frame: OEM* or aftermarket twin shock period frame, Roberts Mono Shock, C&J/Gary Scott side shock, or C&J horizontal shock on top of motor, Honda RS factory dirt track linkage frame or Panther-Bolger linkage frame are allowed.

Frame, forks: Any diameter. Conventional design only. Adjustable triple clamps are allowed.

Frame, seat: Era Correct*.

Frame, shocks: Piggy back shocks are allowed. Remote reservoirs are not permitted.

Ignition: Any.

Restrictors: None.

Rim, front: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Rim, rear: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Tank, fuel: Era Correct*.

Tank, oil: Era Correct*.

Tire, front: 27.0 X 7.0, 130/80, or 4.00" width maximum.

Tire, rear: 27.5 X 7.5, 140/80, or 4.00" width maximum.

CLASS: 1980s VINTAGE 750cc

Era: 1977-1988

Acceptable Configurations: 375cc-500cc two-stroke singles, 504cc-750cc four-stroke singles, or 501cc-750cc four-stroke twins.

Brakes: On all courses, rear wheel brakes are mandatory. On TT courses, front wheel brakes are also mandatory. All brakes must be adequate and operational. Wave rotors are not permitted.

Carburetor: Any.

Exception: Four-stroke singles over 600cc must use a single 38mm or smaller carburetor.

Engine: As approved for AMA Professional Class C Competition for the 1988 season (or earlier).

Engine, cases: OEM*.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition.

Overbore of 0.080" is allowed.

Exception: Any four-stroke single cylinder engine approved for AMA Professional Class C competition before 1988 can be bored – but not stroked – to achieve up to 600cc displacement.

Engine, head: OEM*.

Engine, transmission: OEM*, six speed maximum.

Exhaust: Era Correct*. All two-stroke motorcycles must be equipped with a packed silencer.

Frame: OEM* or aftermarket twin shock period frame, Roberts Mono Shock, C&J/Gary Scott side shock, or C&J horizontal shock on top of motor, Honda RS factory dirt track linkage frame or Panther-Bolger linkage frame are allowed.

Frame, forks: Any diameter. Conventional design only. Adjustable triple clamps are allowed.

Frame, seat: Era Correct*.

Frame, shocks: Piggy back shocks are allowed. Remote reservoirs are not permitted.

Ignition: Any. Harley-Davidson XR750s are not permitted to run Motoplat or PVL ignitions.

Restrictors: **None.**

Rim, front: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Rim, rear: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Tank, fuel: Era Correct*.

Tank, oil: Era Correct*.

Tire, front: 27.0 X 7.0, **130/80**, or 4.00" width maximum.

Tire, rear: 27.5 X 7.5, **140/80**, or 4.00" width maximum.

Harley-Davidson XR750 limits: Cylinder heads, ignition, crankcases, oil pump, and cam cover must be 1988 or earlier.

THE 1989-2006 VINTAGE ERA

SIGNIFICANT TECHNOLOGICAL ADVANCEMENTS DURING THIS ERA

- Inverted forks (1994)
- Piggy-back shocks with remote reservoirs
- Modern 450cc four-stroke singles
- C&J produces the first mass-produced single shock aftermarket racing frame (1996)

SIGNIFICANT AMA RULE CHANGES DURING THIS ERA

- AMA Grand National half mile and mile events are limited to twin-cylinder engines (1989).
- 600cc maximum displacement for all single cylinder engines on all dirt tracks (1989).
- AMA eliminates the professional Junior division (1993).
- AMA introduces the 883 Sportster National Championship Series (1993).
- AMA eliminates the 600 National Championship Series (1997).
- AMA eliminates the AMA Pro Regional series' (1997).
- AMA introduces the "National Hot Shoe" series (1997).
- AMA introduces the Supertracker Series for DOT twin-cylinder engines (1999).
- AMA merges the Supertracker Series into the Grand National Series (2002).
- 505cc maximum displacement for all single cylinder engines on all dirt tracks (2002).
- 450cc maximum displacement for all single cylinder engines on all dirt tracks (2006).

- All TT events are limited to 450cc single-cylinder engines (2006).
- AMA eliminates the 883 Sportster National Championship Series (2006).

SIGNIFICANT NEW RACING MODELS DURING THIS ERA

- Ducati Hypermotard (1100cc overhead cam twin).
- Honda CRF450R (450cc overhead cam single)
- Kawasaki KX450F (450cc overhead cam single) and EX650 (650cc overhead cam twin).
- Suzuki RMZ450 (450cc overhead cam single), SV650 (650cc overhead cam twin), and TL1000 (1000cc overhead cam twin)
- Yamaha YZ450F (450cc overhead cam single)

CLASS: 1990s VINTAGE 505cc

Era: 1989-2006

Acceptable Configurations: 0-250cc two-stroke singles, 0-505cc four-stroke overhead valve singles, 0-550cc four-stroke pushrod singles.

Brakes: On all courses, rear wheel brakes are mandatory. On TT courses, front wheel brakes are also mandatory. All brakes must be adequate and operational.

Carburetor: Any.

Engine: As approved for AMA Professional Class C Competition for the 2006 season (or earlier).

Engine, cases: OEM*.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Exception: Four-stroke overhead valve and pushrod engines may modify the OEM* bore and/or stroke to achieve the 505cc and 550cc displacement limit, respectively.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition.

Overbore of 0.080" is allowed.

Exception: Four-stroke overhead valve and pushrod engines may modify the OEM* bore and/or stroke to achieve the 505cc and 550cc displacement limit, respectively.

Engine, head: OEM*.

Engine, transmission: OEM*, six speed maximum.

Exhaust: Any. All two-stroke motorcycles must be equipped with a packed silencer. Mufflers are required on all motorcycles to achieve a 105 dB limit.

Frame: Any 2006 or earlier, twin shock, single shock, or linkage frame. OEM* frames are allowed.

Frame, forks: Any. Inverted design is allowed.

Frame, seat: Any.

Frame, shocks: Any.

Fuel injection: Four-stroke overhead valve engines with OEM* fuel injection may be changed to carburetor, but four-stroke overhead valve engines with OEM* carburetor cannot be changed to fuel injection. Aftermarket fuel injection throttle bodies are not permitted. OEM* throttle bodies cannot be modified. If OEM* fuel injection is retained, the OEM* rubber manifolds must be retained.

Ignition: Any.

Restrictors: None.

Rim, front: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Rim, rear: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Tank, fuel: Any.

Tank, oil: Any.

Tire, front: 27.0 X 7.0, 130/80, or 4.00" width maximum.

Tire, rear: 27.5 X 7.5, 140/80, or 4.00" width maximum.

CLASS: 1990s VINTAGE 1000cc

Era: 1989-2006

Acceptable Configurations: 506cc-600cc four-stroke singles, 506cc-750cc four-stroke twins, 883cc Sportsters, 506cc-1000cc four-stroke DOT twin Supertrackers, or 751cc-1250cc four-stroke two-valve air-cooled pushrod DOT twin Supertrackers.

Brakes: On all courses, rear wheel brakes are mandatory. On TT courses, front wheel brakes are also mandatory. All brakes must be adequate and operational.

Carburetor: Any.

Engine: As approved for AMA Professional Class C Competition for the 2006 season (or earlier).

Engine, cases: OEM*.

Engine, crank: Original stroke as approved for AMA Professional Class C competition.

Exception: Four-stroke DOT twin engines may modify the OEM* bore and/or stroke to achieve the 1000cc and 1250cc displacement limit, respectively.

Engine, cylinder: OEM* bore as approved for AMA Professional Class C competition.

Overbore of 0.080" is allowed.

Exception: Four-stroke DOT twin engines may modify the OEM* bore and/or stroke to achieve the 1000cc and 1250cc displacement limit, respectively.

Engine, head: OEM*.

Engine, transmission: OEM*.

Exhaust: Any. Mufflers are required on all motorcycles to achieve a 105 dB limit.

Frame: Any 2006 or earlier, twin shock, single shock, or linkage. OEM* frames are allowed.

Frame, forks: Any. Inverted design is allowed.

Frame, seat: Any.

Frame, shocks: Any.

Fuel injection: Supertrackers with OEM* fuel injection may be changed to carburetor, but Supertrackers with OEM* carburetor cannot be changed to fuel injection. Aftermarket fuel injection throttle bodies are not permitted. OEM* throttle bodies cannot be modified. If OEM* fuel injection is retained, the OEM* rubber manifolds must be retained.

Ignition: Any.

Restrictors: None.

Rim, front: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Rim, rear: WM6, 3.50" maximum. Wire spoke or mag type wheels are allowed.

Tank, fuel: Any.

Tank, oil: Any.

Tire, front: 27.0 X 7.0, 130/80, or 4.00" width maximum.

Tire, rear: 27.5 X 7.5, 140/80, or 4.00" width maximum.

Weight: Harley-Davidson XR750 and Honda RS750 must weigh at least 310 pounds.

Supertrackers must weigh at least 330 pounds.

883 Sportster Limitations: OEM* fuel tank, frame, forks, seat, and oil tank. Carburetor must be OEM* or Screaming Eagle replacement.

Exception: If the 883 Sportster is considered a "Supertracker", then the rules are less restrictive.

HOT ROD VINTAGE RACING DIVISIONS

CLASS: HOT ROD VINTAGE SINGLES

Era: pre-1988

Acceptable Configurations: Any single-cylinder engine.

Brakes: On all courses, rear wheel brakes are mandatory. On TT courses, front wheel brakes are also mandatory. All brakes must be adequate and operational.

Engine: Cases must be from a make and model approved for AMA Professional Class C Competition prior to the 1989 season.

CLASS: HOT ROD VINTAGE MULTIS

Era: pre-1988

Acceptable Configurations: Any multi-cylinder engine.

Brakes: On all courses, rear wheel brakes are mandatory. On TT courses, front wheel brakes are also mandatory. All brakes must be adequate and operational.

Engine: Cases must be from a make and model as approved for AMA Professional Class C Competition prior to the 1989 season.

VINTAGE OPEN RACING DIVISIONS

CLASS: 50+ VINTAGE OPEN

Age Limit: Riders must be at least 50 years of age on the day of the event.

Era: 1969-1988

Acceptable Configurations: All motorcycles that are eligible to complete in any of the 1969-1988 era classes.

CLASS: 60+ VINTAGE OPEN

Age Limit: Riders must be at least 60 years of age on the day of the event.

Era: 1969-1988

Acceptable Configurations: All motorcycles that are eligible to complete in any of the 1969-1988 era classes.

Reason: Update and restructure of the Vintage Dirt Track section.

Proposal #100

Section 3.7; Chapter: 3; Paragraph: 6; Page: 197

Current:

New

Proposed 2017 Rulebook States:

Goldentyre 3.75-19/61p - Product (on tire ID) FIMGT 20912

Reason: Addition of a new Speedway tire.

The following Delegates were elected to the Competition Division Executive Committee:

Mike Quinn (District 23) – Motocross

Rod Overstreet (District 10) – Off-Road

Dan Vrana (District 16) – Track Racing

Mark Bonnell (District 22) – Competition At Large Elect 1 yr

Tad Dewalt (District 18) – Competition At Large Elect 2 yr

Advisory Committee

RECOMMENDATION #38

Provide structured time for the Board members to meet with their respective delegates during annual Congress.

RECOMMENDATION #40

The AMA to continue the development of accepting electronic signatures for event sign insurance and waivers.

RECOMMENDATION #41

AMA shall review the AMA Website Application for Membership, and INCLUDE all* the Membership Options/Types available to existing members and those that are reviewing the choices to become an AMA Member.

Every choice AMA has currently available SHALL be clearly listed, and the merits of each type clearly defined so prospective members have an understanding of each option.

*One Day Guest Memberships shall ONLY be available at AMA SANCTIONED EVENTS, but shall be identified on the AMA Membership website page as an option. Identification and information on this type of membership shall include information of FULL membership benefits.

RECOMMENDATION #42

Make a way for youth members (age 11 and under) to renew online.

RECOMMENDATION #47

In addition to APPENDIX 5.4 (A) (9) Pg. 259:

4 additional FIRE EXTINGUISHERS, RATED 5 ABC, shall be at the Entry & Exit of all PIT AREAS for OFF ROAD RACES, including all cross country type events. It is RECOMMENDED that more fire suppression devices be at MX, Enduro and other types of events.....

RECOMMENDATION #48

NEW. APPENDIX 5.4 (A) (9) (a) Pg. 259

No smoking or any type of open flames within 50 feet of PIT Area(s) at ALL events.

RECOMMENDATION #50

Creation of a NEW Section in the AMA Rulebook:

Identification of NEW rules that PASS AMA Congress and ratified by AMA Staff & AMA Board shall be listed in the back of Rulebook, under a NEW Section identified as Chapter 5 with NEW RULES away from the rules as new or modified or amended WITHIN the book.

RECOMMENDATION #51

We recommend the AMA Staff and Board consider adding an additional section to the rulebook regarding safety.

RECOMMENDATION #200

The AMA Board and Staff should provide feedback to the person submitting a proposed rule or recommendation and the committee which moved it and which has been passed by Congress but not adopted by the Board.

RECOMMENDATION #201

Consider moving the AMA booth at Sturgis Rally back to downtown or the Jackpine Gypsies headquarters.

Motion and second to adjourn at 11:30 AM