

# 2011 AMA Racing National Vintage Dirt Track Championship Series Supplemental Regulations

The 2011 AMA Racing Rulebook Governing Pro/Am, Standard, ATV and Youth Competition and these Supplemental Rules will govern these events.

## **AGE AND ELIGIBILITY**

1. To compete in the 2011 AMA Racing National Vintage Dirt Track Championship Series, participants must be at least 18 years old on the date of the event.

Please see the 2011 AMA Racing rulebook for regulations regarding rider eligibility.

#### **GENERAL**

- 1. AMA Pro Racing license holders must wait one full year after their pro license expires to be eligible for Amateur National competition.
- 2. If one or more main events cannot be run, results will be awarded based on heat and/or semi results.
- 3. Three entries minimum are required to make a class.
- 4. Limit of four classes per rider per meet.
- 5. Knobby tires will NOT be permitted.
- 6. Only riders who qualify for main events will receive points.
- 7. All riders who qualify for a main event but are unable to start will receive nine points which is equal to a 12th place finish position.
- 8. Riders who are disqualified from a main event will not receive points.
- 9. Points Scale

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

- 10. Ties in the final standings will be broken for 1st, 2nd and 3rd places only. The first tiebreaker is the better finish in the final main event in the class; the second tiebreaker is the better finish in the next to last main event in the class, etc. If the main events are run in an order different than originally scheduled, e.g. because of a rain delay, the actual order in which the races took place will apply.
- 11. The machine the rider brings to the starting line for his/her first heat is considered the qualified machine for that day's event.

#### **EQUIPMENT**

- 1. Standard flat track front spools and real knock off wheels are allowed on all no brake machines.
- 2. OEM, like make and model = parts or accessories from the same make and model motorcycle. No mixing or matching different makes or model parts or accessories. Different year parts from the same make and model are allowed.
- 3. Era correct = parts or accessories that were made in the time period or similar reproductions.
- 4. 1969-1976 any brakes 2 pistons max.
- 5. No hydraulic clutches in any classes.
- 6. All drain plugs must be safety wired. No exceptions.
- 7. All axles and swing arm pivots must be steel.
- 8. All 2-stroke machines must have a packed silencer.
- 9. No front fenders allowed on any machine.
- 10. No electrical engine monitoring or management systems.
- 11. Restrictor requirements for all RS750 Honda's and XR750 Harley-Davidsons must be equipped with restrictor plates, one per cylinder the restrictor plate is a 1/8 (0.125" or 3.175mm) inch thick plate, containing a round 33mm (1.299") hole in the center of the air path. the hole must have square corners (no radius or chamfer on either side) the minimum size for carburetors is 38mm. the restrictor plate must be installed directly at the rear end and in contact with the carburetor casting the manifold on the cylinder head side of the restrictor plate must have a minimum inside diameter of 35mm for a distance of 1" in contact with the restrictor plate.

# **CLASSES**

# **FACTORY WARS (BRAKELESS)**

CLASS: PRE 1951 750cc side valve or 500cc over head valve 4 stroke only

No brakes in oval competition. Brakes in TT racing only

Front tire-2.70x7.0 or 4:00 maximum

Front rim-wm-3 2.15" maximum spoke type only. No mag type wheels

Rear tire-2.70x7.0 or 4:00 maximum

Rear rim-wm-3 2.15" maximum. Spoke type only. No mag type wheels

Forks-OEM. Era correct stiffening allowed. No adjustable triple clamps

Gas tank-OEM

Frame-OEM. Era correct stiffening allowed

Seat-era correct

Oil tank-OEM

Motor-mfg. Must match frame and forks. Like, make and model

Head-OEM, like, make and model

Cylinder-OEM, like, make and model .080 overbore and mfg stroke

Cases-OEM, like make and model

Ignition-era correct. Aftermarket ignitions allowed.

Carburetor-era correct OEM or Linkert m&s series, amal type 29, 76, and 276

TT, RN no Mikuni's or Kehin's

Restrictors-none

Transmission- OEM, like make and model. 4 speed max. No foot shift or hand clutch

Conversions on bikes originally hand shift

No military hand clutch conversions

Shocks-rigid rear suspension only

Exhaust-era correct

TT brakes front-OEM, like make and model drum only TT brakes rear-OEM, like make and model, mechanical drum only 80ci limit in TT racing only OEM mfg. Bore and stroke

# 250 IRONMAN (BRAKELESS)

CLASS: 1952-1968 0-250cc 2-stroke or 4-stroke

No brakes in oval competition. Brakes in TT racing only

Front tire-2.70x7.0 or 4:00 maximum

Front rim-wm-3 2.15" maximum. Spoke type only. No mag type wheels

Rear tire-2.70x7.0 or 4:00 maximum

Rear rim wm-3 2.15" maximum. Spoke type only. No mag type wheels

Forks-OEM or era correct. 35mm max dia. Conventional design only

No adjustable triple clamps

Gas tank-era correct

Frame-OEM twin shock or rigid. Aftermarket rigid frames only

Seat-OEM or era correct

Oil tank-OEM or era correct

Motor-mfg. Approved for competition

Head-OEM, like, make and model

Cylinder- OEM, like, make and model .080 overbore and mfg stroke

Cases-OEM, like make and model

Ignition-era correct. Aftermarket ignitions allowed.

Carburetor-era correct 32mm maximum for singles 28mm for twins. Linkert

m,l&stillotsen, del 'orto ssi, amal mono block, concentric, gp and TT. Irz 32mm. Mikuni vm flange mounts or spigot mount round slides. No flat slides

Restrictors-no reed valves

Transmission-OEM, like make and model. 5 speed max.

Shocks-OEM or era correct. No piggy back shocks

Exhaust-era correct

TT brakes front-mechanical drum only. Era correct

TT brakes rear-mechanical drum only. Era correct

# 750 IRONMAN (Brakeless)

CLASS: 1952-1968 251cc-750cc 4 stroke side valve or 251cc-500cc over head valve, 2 Or 4 stroke

No brakes in oval competition. Brakes in TT racing only

Front tire-2.70x7.0 or 4:00 maximum

Front rim-wm-3 2.15" maximum spoke type only. No mag type wheels

Rear tire-2.70x7.0 or 4:00 maximum

Rear rim wm-3 2.15" maximum spoke type only. No mag type wheels

Forks-OEM or era correct. 35mm max dia. Conventional design only

No adjustable triple clamps

Gas tank- era correct

Frame-OEM twin shock or rigid. Aftermarket frames rigid only

Seat-era correct

Oil tank-era correct

Motor-mfg. Approved for competition

Head-OEM, like, make and model

Cylinder- OEM, like, make and model .080 overbore and mfg stroke

Cases-OEM, like make and model

Ignition-OEM or era correct. Aftermarket ignitions may be used.

Carburetor-OEM or Linkert m,l&s, tillotsen, del'orto ssi, amal monoblock and concentric, gp, TT, irz 2mm. Mikuni vm flange mount or spigot mount round slides. No flat slides allowed restrictors no reed valves

Transmission-OEM, like make and model. 4 speed max.

Shocks-OEM or era correct. No piggy back shocks

Exhaust-era correct

TT brakes front-mechanical drum only era correct

TT brakes rear-mechanical drum only era correct

TT racing 900cc maximum displacement

# 250 HOTSHOE

CLASS: 1969-1976 175cc-250cc 2 stroke singles only. 4 stroke singles and twins allowed

Rear brakes mandatory. No front brakes in oval competition

Front tire-2.70x7.0 or 4:00 maximum

Front rim-wm-3 2.15" maximum. Mag or spoke type allowed

Rear tire-2.70x7.0 or 4:00 maximum

Rear rim wm-3 2.15" maximum. Mag or spoke type allowed

Forks-OEM or era correct. 35mm max dia. Conventional design only

no adjustable triple clamps. Fixed aluminum triple clamps allowed

Gas tank- era correct

Frame-OEM, modified allowed or era correct replacement. Twin shock or rigid

Seat-era correct

Oil tank-era correct

Motor-mfg. Approved for competition

Head-OEM, like, make and model

Cylinder- OEM, like, make and model .080 overbore and mfg stroke

Cases-OEM, like make and model

Ignition-era correct. Aftermarket ignitions allowed.

Carburetor-era correct. No mm limit. No Mikuni or Kiehin flat slides

Restrictors-none

Transmission- OEM, like make and model. 6 speed max.

Shocks-OEM or era correct. No piggy back shocks

Exhaust-era correct

TT brakes front-OEM or era correct disc, two piston max.

Brakes rear-OEM or era correct disc, two piston max

## 360 HOTSHOE

CLASS: 1969-1976 251cc-360cc 2 stroke singles or 4 stroke singles and twins. 250cc twins in this class.

Rear brakes mandatory no front brakes in oval competition

Front tire-2.70x7.0 or 4:00 maximum

Front rim-wm-3 2.15" maximum. Spoke or mag type allowed

Rear tire-2.70x7.0 or 4:00 maximum

Rear rim wm-3 2.15" maximum. Spoke or mag type allowed

Forks-OEM or era correct. 35mm max dia. Conventional design only

No adjustable triple clamps. Fixed aluminum triple clamps allowed

Gas tank- era correct

Frame-OEM, modified allowed or era correct replacement twin shock or rigid

Seat-era correct

Oil tank-era correct

Motor-mfg. Approved for competition

Head-OEM, like, make and model

Cylinder-OEM, like, make and model .080 overbore and mfg stroke

Cases-OEM, like make and model

Ignition-era correct. Aftermarket ignitions allowed.

Carburetor-era correct. No mm limit. No Mikuni or Kiehin flat slides

Restrictors-none

Transmission-OEM, like make and model. 5 speed max.

Shocks-OEM or era correct. No piggy back shocks

Exhaust-era correct

TT brakes front-OEM or era correct disc. 2 piston max

Brakes rear-OEM or era correct disc. 2 pistons max

# 750 HOTSHOE

CLASS: 1969-1976 335cc-750cc multi cylinder 2 or 4 stroke

Rear brakes mandatory. No front brakes in oval competition

Front tire-2.70x7.0 or 4:00 maximum

Front rim-wm-3 2.15" maximum. Spoke or mag type

Rear tire-2.70x7.0 or 4:00 maximum

Rear rim wm-3 2.15" maximum. Spoke or mag type

Forks-OEM or era correct. 35mm max dia. Conventional design only

No adjustable triple clamps. Fixed aluminum allowed

Gas tank- era correct

Frame-OEM, modified allowed or era correct replacement twin shock or rigid

Seat-era correct

Oil tank-era correct

Motor-mfg. Approved for competition

Head-OEM, like, make and model

Cylinder-OEM, like, make and model .080 overbore and mfg stroke

Cases-OEM, like make and model. Pre 1988 oil pump only on xr750's

Ignition-era correct. Aftermarket ignition allowed.

No motoplat or pvl ignition on xr750's

Carburetor-era correct

Restrictors-none

Transmission-OEM, like make and model. 5 speed max.

Shocks-OEM or era correct. No piggy back shocks

Exhaust-era correct

TT brakes front-OEM or era correct disc, 2 piston max

Brakes rear-OEM or era correct disc, 2 piston max

No 1989 or later engine components allowed on HD xr750's

## 250 MASTERS

CLASS: 1977-1988: 250cc 2-stroke; singles only

Rear brakes-mandatory no front brakes in oval competition front brakes in TT racing only

Front tire-2.7x7.0 or 4:00 maximum

Front rim-wm-6 3.50" maximum. Spoke or mag type

Rear tire-2.75x7.5 or 4:00 maximum

Rear rim-wm-6 3.50" maximum. Spoke or mag type

Forks-OEM or era correct. Any diameter, conventional design only adjustable triple clamps allowed

Gas tank-era correct

Frame-OEM, stiffening allowed or era correct replacement twin shock or Roberts mono

shock, early C&J mono shock (horizontal shock on top of motor) Honda factory dirt track, rs linkage frame or Panther-Bolger linkage frame

Seat-era correct

Oil tank-era correct

Motor- mfg. Approved for competition

Head-OEM, like, make and model

Cylinder-OEM, like, make and model .080 overbore and mfg stroke

Cases-OEM, like make and model

Ignition-era correct

Carburetor-era correct

Restrictors-none

Transmission-OEM like make and model. 5 speed max.

Shocks-OEM or era correct. Piggy backs allowed. No remote reservoirs

Exhaust-era correct

TT brakes front-OEM or era correct disc, multi piston allowed

Brakes rear-OEM or era correct disc, multi piston allowed

### **500 MASTERS**

CLASS: 1977-1988; 504cc 4 stroke singles only

Rear brakes mandatory no front brakes in oval competition

Front brakes in TT racing only

Front tire-2.7x7.0 or 4:00 maximum

Front rim-wm-6 3.50" maximum. Spoke or mag type rim

Rear tire-2.75x7.5 or 4:00 maximum

Rear rim wm-6 3.50" maximum. Spoke or mag type rim

Forks-OEM or era correct. Any diameter, conventional design only adjustable triple clamps allowed

Gas tank -era correct

Frame-OEM, stiffening allowed or era correct replacement twin shock or Roberts mono shock, early C&J mono shock (horizontal shock on top of motor) Honda factory dirt track, rs linkage frame or Panther-Bolger linkage frame

Seat-era correct

Oil tank-era correct

Motor-mfg. Approved for competition

Head-OEM, like, make and model

Cylinder-OEM, like, make and model .080 overbore and mfg stroke

Cases-OEM, like make and model

Ignition-era correct

Carburetor-era correct

Restrictors-none

Transmission- OEM, like make and model. 5 speed max.

Shocks-OEM or era correct. Piggy backs allowed. No remote reservoirs

Exhaust-era correct

TT brakes front-OEM or era correct disc, multi piston allowed

Brakes rear-OEM or era correct disc, multi piston allowed

#### 750 MASTERS

CLASS: 1977-1988 375CC-500cc 2 stroke singles: 504cc-600cc 4 stroke singles: 501cc-750cc twins

Rear brakes mandatory. No front brakes in oval competition

Front brakes in TT racing only

Front tire-2.7x7.0 or 4:00 maximum

Front rim-wm-6 3.50" maximum. Spoke or mag type allowed

Rear tire-2.75x7.5 or 4:00 maximum

Rear rim-wm-6 3.50" maximum. Spoke or mag type allowed

Forks-OEM or era correct. Any diameter, conventional design only

Gas tank-era correct

Frame-OEM, stiffening allowed or era correct replacement twin shock or Roberts mono shock, early C&J mono shock (horizontal shock on top of Motor) Honda factory dirt track, rs linkage frame or Panther-Bolger linkage frame

Seat-era correct

Oil tank-era correct

Motor-mfg. Approved for competition

Head-OEM, like, make and model no d port head on xr 750. Single plug only

Cylinder- OEM, like, make and model .080 overbore and mfg stroke

Cases-OEM, like make and model. No big oil pump on xr 750's. 1988 or older oil pump only

Ignition-era correct no motoplat or pvl on xr750's

Carburetors-singles, un-restricted. Xr750 and rs75 must have a 33mm intake restrictor and a 38mm or larger carb. All other twins no mm limit or restrictors required

Transmission-OEM, like make and model. 5 speed max.

Shocks-OEM or era correct. Piggy backs allowed. No remote reservoirs

Exhaust-era correct

TT brakes front-OEM or era correct disc, multi piston allowed

Brakes rear-OEM or era correct disc, multi piston allowed

Any single cylinder 4 stroke approved for AMA competition before 1988 can be bored (no stroking) up to 600cc's and run un-restricted in this class

Any single cylinder 4 stroke over 600cc's must have a 38mm or smaller carburetor HD xr750 may not use any 1989 or newer engine components

# **HOT ROD SINGLES OPEN**

CLASS: Pre 1988 Open Singles 2 Or 4 Stroke

Rear brakes mandatory.

No front brakes in oval competition. Front brakes allowed in TT racing only.

Engine cases only must be from a 1988 or earlier AMA approved for competition motorcyc

## **HOT ROD MULTIS OPEN**

CLASS: Pre 1988 Open Multi Cylinders 2 Or 4 Stroke

Rear brakes mandatory in oval competition.

No front brakes in oval competition. Front brakes allowed in TT racing only

Engine cases only must be from a 1988 or earlier AMA approved for competition motorcycle

## 50+ AND 60+ VINTAGE OPEN

ALL '69-'88 vintage legal and open legal bikes eligible

Rear brakes mandatory in oval competition.

No front brakes in oval competition. Front brakes allowed in TT racing only

Engine cases only must be from a 1988 or earlier AMA approved for competition motorcycle