2013 AMA Vintage Dirt Track National Championship Series
Supplemental Regulations

The 2013 AMA 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 2013 AMA Vintage Dirt Track National Championship Series, participants must be at least 18 years old on the date of the event. Please see the 2013 AMA 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. Riders who are disqualified from a main event will not receive points.
8. Class champions will be decided by the points accumulated in two less than the total number of the events in the series**.** (Rained out events will not be counted as one of the two less) National class points will be based on the following points schedule:

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		

9. 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.
10. 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 overhead 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, 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 overhead 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, 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 motorcycle

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+ VINTAGE OPEN

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

OLD SCHOOL BOY CLASS

CLASS: Pre 1988 0-250cc Single or Multi Cylinder, 2 or 4 Stroke

Any rider age 12-17 Years old on the day of the event

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