

# **Competition Bulletin**

13515 Yarmouth Drive, Pickerington, Ohio 43147

To: AMA Racing Competitors

From: AMA Racing

Date: Jan. 8, 2010

Re: AMA Racing 2010 Vintage Dirt Track Classes

AMA Racing has announced the class structure for AMA-sanctioned vintage dirt-track events. The below classes will be run at all AMA-sanctioned dirt-track meets, such as the dirt-track program at the AMA Racing Vintage Grand Championships and other AMA-sanctioned vintage dirt track events and series.

All classes are designed to be historically accurate across all eras of dirt-track competition. For technical questions about these classes, competitors should contact AMA Racing Dirt Track Manager Ken Saillant at (614) 856-1900, ext. 1260.

### **CLASS 1: PRE-1951; 0-250CC; 2-STROKE OR 4-STROKE**

NO BRAKES IN OVAL COMPETITION. BRAKES IN TT RACING ONLY.

FRONT TIRE 2.70X7.0X19-INCH OR 4:00X19-INCH MAXIMUM FRONT RIM WM-3 2.15 MAXIMUM SPOKE TYPE RIMS ONLY.

NO MAG TYPE RIMS

REAR TIRE 2.70X7.0X19 OR 4:00X19 MAXIMUM

REAR RIM WM-3 2.15 MAXIMUM SPOKE TYPE RIMS ONLY.

NO MAG TYPE RIMS

FORKS LIKE MAKE AND MODEL.

NO ADJUSTABLE TRIPLE CLAMPS.

GAS TANK ERA CORRECT

FRAME OEM. ERA CORRECT STIFFENING ALLOWED

SEAT ERA CORRECT OIL TANK ERA CORRECT

MOTOR MFG. MUST MATCH FRAME AND FORKS.

LIKE, MAKE AND MODEL

HEAD OEM, LIKE, MAKE AND MODEL

CYLINDER OEM, LIKE, MAKE AND MODEL BORE AND STROKE

MAY BE CHANGED 250CC MAX

CASES OEM, LIKE MAKE AND MODEL

IGNITION ERA CORRECT. MAGNETOS CAN BE USED,

BUT MUST BE HIDDEN IN ORIGINAL IGNITION

**HOUSINGS** 

CARBURETOR OEM OR LINKERT M&S SERIES, AMAL TYPE 29, 76,

276, TT, RN. NO MIKUNI.

RESTRICTORS NONE

TRANSMISSION OEM LIKE MAKE AND MODEL. 4 SPEED MAX NO

FOOT OR HAND SHIFT CONVERSIONS ON BIKES ORIGINALLY HAND SHIFT. NO HAND CLUTCH

CONVERSION.

SHOCKS RIGID REAR SUSPENSION ONLY

EXHAUST ERA CORRECT

BRAKES FRONT OEM, LIKE MAKE AND MODEL. DRUM ONLY OEM, LIKE MAKE AND MODEL. DRUM ONLY

# CLASS 2: PRE-1951; 750CC SIDE VALVE OR 500CC OVERHEAD VALVE; 4-STROKE ONLY

NO BRAKES IN OVAL COMPETITION. BRAKES IN TT RACING ONLY. 80-CI LIMIT IN

TT RACING ONLY.

FRONT TIRE 2.70X7.0X19 OR 4:00X19 MAXIMUM

FRONT RIM WM-3 2.15 MAXIMUM SPOKE TYPE ONLY.

NO MAG TYPE RIMS

REAR TIRE 2.70X7.0X19 OR 4:00X19 MAXIMUM

REAR RIM WM-3 2.15 MAXIMUM. SPOKE TYPE ONLY.

NO MAG TYPE RIMS

FORKS LIKE MAKE AND MODEL. NO ADJUSTABLE TRIPLE

CLAMPS.

GAS TANK ERA CORRECT

FRAME OEM. ERA CORRECT STIFFENING ALLOWED

SEAT ERA CORRECT OIL TANK ERA CORRECT

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. CDI MAY BE USED, BUT MUST BE

HIDDEN IN ORIGINAL IGNITION HOUSING

CARBURETOR ERA CORRECT OEM OR LINKERT M&S SERIES,

AMAL TYPE 29,76,276 TT, RN. NO MIKUNI.

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

BRAKES FRONT OEM, LIKE MAKE AND MODEL DRUM ONLY

BRAKES REAR OEM, LIKE MAKE AND MODEL,

MECHANICAL DRUM ONLY

## CLASS 3: 1952-1968; 251CC-750CC 4-STROKE SIDE VALVE; 251CC-500CC 2-STROKE OR OVERHEAD VALVE 4-STROKE

NO BRAKES IN OVAL COMPETITION. BRAKES IN TT RACING ONLY. 900CC

MAXIMUM DISPLACEMENT IN TT RACING ONLY.

FRONT TIRE 2.70X7.0X19 OR 4:00X19 MAXIMUM

FRONT RIM WM-3 2.15 MAXIMUM SPOKE TYPE ONLY.

NO MAG TYPE RIMS

REAR TIRE 2.70X7.0X19 OR 4:00X19 MAXIMUM

REAR RIM WM-3 2.15 MAXIMUM SPOKE TYPE ONLY.

NO MAG TYPE RIMS

FORKS 35MM MAX DIA. CONVENTIONAL DESIGN ONLY.

O ADJUSTABLE TRIPLE CLAMPS.

GAS TANK ERA CORRECT

FRAME OEM TWIN SHOCK OR RIGID. AFTERMARKET RIGID

FRAMES 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. CDI MAY BE USED B

UT MUST BE HIDDEN IN ORIGINAL IGNITION

**LOCATION** 

CARBURETOR OEM OR LINKERT M, L&S, TILLOTSEN, DEL'ORTO

SSI, AMAL MONOBLOC AND CONCENTRIC, GP, TT, IRZ 32MM. MIKUNI FLANGE MOUNT ONLY; NO VM MIKUNI OR MIKUNI/KEIHIN FLAT SLIDES ALLOWED.

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

BRAKES FRONT OEM. BRAKES REAR OEM.

#### CLASS 4: 1952-1968; 0-250CC; 2-STROKE OR 4-STROKE

NO BRAKES IN OVAL COMPETITION. BRAKES IN TT RACING ONLY.

FRONT TIRE 2.70X7.0X19 OR 4:00X19 MAXIMUM

FRONT RIM WM-3 2.15 MAXIMUM. SPOKE TYPE ONLY. NO MAG

**TYPE RIMS** 

REAR TIRE 2.70X7.0X19 OR 4:00X19 MAXIMUM

REAR RIM WM-3 2.15 MAXIMUM. SPOKE TYPE ONLY. NO MAG

TYPE RIMS

FORKS 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 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 CDI MAY BE USED, BUT MUST BE

HIDDEN IN ORIGINAL IGNITION LOCATION

CARBURETOR ERA CORRECT 32MM MAXIMUM SINGLES 28MM

TWINS. LINKERT M,L&S TILLOTSEN, DEL 'ORTO SSI, AMAL MONOBLOC, CONCENTRIC,GP AND TT. IRZ 32MM. MIKUNI FLANGE MOUNT ONLY; NO VM MIKUNI OR MIKUNI/KEIHIN FLAT SLIDES ALLOWED.

RESTRICTORS NO REED VALVES

TRANSMISSION OEM, LIKE MAKE AND MODEL. 6 SPEED MAX.

SHOCKS OEM OR ERA CORRECT. NO PIGGY BACK SHOCKS

EXHAUST ERA CORRECT

BRAKES FRONT OEM BRAKES REAR OEM

# CLASS 5: 1969-1976; 175CC-250CC; 2-STROKE 0R 4-STROKE; 2-STROKE SINGLES ONLY; 4-STROKE SINGLES AND TWINS ALLOWED

REAR BRAKES MANDATORY. NO FRONT BRAKES IN OVAL COMPETITION.

FRONT BRAKES IN TT RACING ONLY.

FRONT TIRE 2.70X7.0X19 OR 4:00X19 MAXIMUM

FRONT RIM WM-3 2.15 MAXIMUM. MAG OR SPOKE TYPE

**ALLOWED** 

REAR TIRE 2.70X7.0X19 OR 4:00X19 MAXIMUM

REAR RIM WM-3 2.15 MAXIMUM. MAG OR SPOKE TYPE

ALLOWED

FORKS OEM OR ERA CORRECT. 35MM MAX

DIAMETER. CONVENTIONAL DESIGN ONLY. NO ADJUSTABLE TRIPLE CLAMPS. AFTERMARKET FIXED ALUMINUM TRIPLE CLAMPS ARE ALLOWED.

GAS TANK ERA CORRECT

FRAME OEM, STIFFENING ALLOWED OR ERA CORRECT

AFTERMARKET. TWIN SHOCK 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 ERA CORRECT. CDI MAY BE USED, BUT MUST BE

HIDDEN IN ORIGINAL IGNITION LOCATION

CARBURETOR ERA CORRECT. NO MM LIMIT. NO MIKUNI OR KEIHIN

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

BRAKES FRONT OEM OR ERA CORRECT DISC, TWO PISTON MAX. BRAKES REAR OEM OR ERA CORRECT DISC, TWO PISTON MAX

### CLASS 6: 1969-1976; 251CC-360CC; 2-STROKE OR 4-STROKE; 250CC TWINS ALLOWED

REAR BRAKES MANDATORY. NO FRONT BRAKES IN OVAL COMPETITION. FRONT BRAKES IN TT RACING ONLY.

FRONT TIRE 2.70 X 7.0 X 19 OR 4:00X19 MAXIMUM

FRONT RIM WM-3 2.15 MAXIMUM. SPOKE OR MAG TYPE RIMS

REAR TIRE 2.70X7.0X19 OR 4:00X19 MAXIMUM

REAR RIM WM-3 2.15 MAXIMUM. SPOKE OR MAG TYPE RIMS

FORKS OEM OR ERA CORRECT. 35MM MAX

DIAMETER. CONVENTIONAL DESIGN ONLY. NO

ADJUSTABLE TRIPLE CLAMPS. AFTERMARKET

FIXED ALUMINUM TRIPLE CLAMPS ARE ALLOWED.

GAS TANK ERA CORRECT

FRAME OEM, STIFFENING ALLOWED OR ERA CORRECT

AFTERMARKET TWIN SHOCK 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 ERA CORRECT. CDI MAY BE USED, BUT MUST BE

HIDDEN IN ORIGINAL IGNITION LOCATION

CARBURETOR ERA CORRECT. NO MM LIMIT. NO MIKUNI OR KEIHIN

**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

BRAKES FRONT OEM OR ERA CORRECT DISC. 2 PISTON MAX BRAKES REAR OEM OR ERA CORRECT DISC. 2 PISTONS MAX

CLASS 7: 1969-1976; 361CC-500CC; SINGLES; 2-STROKE OR 4-STROKE REAR BRAKES MANDATORY. NO FRONT BRAKES IN OVAL COMPETITION. FRONT BRAKES IN TT RACING ONLY.

FRONT TIRE 2.70 X 7.0 X 19 OR 4:00 X 19 MAXIMUM

FRONT RIM WM-3 2.15 MAXIMUM. SPOKE OR MAG TYPE

REAR TIRE 2.70X7.0X19 OR 4:00X19 MAXIMUM

REAR RIM WM-3 2.15 MAXIMUM. SPOKE OR MAG TYPE FORKS FORKS OEM OR ERA CORRECT. 35MM MAX DIAMETER. CONVENTIONAL DESIGN ONLY. NO

ADJUSTABLE TRIPLE CLAMPS. AFTERMARKET FIXED ALUMINUM TRIPLE CLAMPS ARE ALLOWED.

GAS TANK ERA CORRECT

FRAME OEM, STIFFENING ALLOWED OR ERA CORRECT

AFTERMARKET. TWIN SHOCK 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 ERA CORRECT. CDI ALLOWED, BUT MUST BE

HIDDEN IN ORIGINAL IGNITION LOCATION

CARBURETOR ERA CORRECT. NO MM LIMIT. NO MIKUNI OR KEIHIN

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

BRAKES FRONT OEM OR ERA CORRECT DISC, 2 PISTON MAX

CLASS 8: 1969-1976; 335CC-750CC MULTI-CYLINDER; 2-STROKE OR 4 STROKE

REAR BRAKES MANDATORY. NO FRONT BRAKES IN OVAL COMPETITION.

FRONT BRAKES IN TT RACING ONLY.

FRONT TIRE 2.70 X 7.0 X 19 OR 4:00 X 19 MAXIMUM

FRONT RIM WM-3 2.15 MAXIMUM. SPOKE OR MAG TYPE

REAR TIRE 2.70X7.0X19 OR 4:00X19 MAXIMUM

REAR RIM WM-3 2.15 MAXIMUM. SPOKE OR MAG TYPE FORKS OEM OR ERA CORRECT. 35MM MAX

DIAMETER. CONVENTIONAL DESIGN ONLY. NO ADJUSTABLE TRIPLE CLAMPS. AFTERMARKET FIXED ALUMINUM TRIPLE CLAMPS ARE ALLOWED.

GAS TANK ERA CORRECT

FRAME OEM, STIFFENING ALLOWED OR ERA CORRECT

AFTERMARKET. TWIN SHOCK ONLY

SEAT ERA CORRECT OIL TANK ERA CORRECT

MOTOR MFG. APPROVED FOR COMPETITION. NO 1989 OR

LATER XR 750 PARTS ALLOWED.

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. 1988 OR OLDER OIL PUMP ONLY

IGNITION ERA CORRECT. NO MOTOPLAT OR PVL ON XR750.
CARBURETOR ERA CORRECT. NO MM LIMIT. NO MIKUNI OR KEIHIN

**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

BRAKES FRONT OEM OR ERA CORRECT DISC, 2 PISTON MAX OEM OR ERA CORRECT DISC, 2 PISTON MAX

CLASS 9: 1977-1988; 250CC 2-STROKE; 504CC 4-STROKE; SINGLES ONLY REAR BRAKES MANDATORY. NO FRONT BRAKES IN OVAL COMPETITION. FRONT BRAKES IN TT RACING ONLY.

FRONT TIRE 2.70 X 7.0 X 19 OR 4:00 X 19 MAXIMUM

FRONT RIM WM-6 3.50 MAXIMUM. SPOKE OR MAG TYPE RIM

REAR TIRE 2.75X7.5X19 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

AFTERMARKET 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 115 DECIBEL LIMIT

BRAKES FRONT OEM OR ERA CORRECT DISC, MULTI PISTON

ALLOWED

BRAKES REAR OEM OR ERA CORRECT DISC, MULTI PISTON

ALLOWED

# CLASS 10: 1977-1988; 375CC-500CC 2-STROKE SINGLES; 505CC-600CC 4-STROKE SINGLES; 501CC-750CC RESTRICTED TWINS

REAR BRAKES MANDATORY. NO FRONT BRAKES IN OVAL COMPETITION.

FRONT BRAKES IN TT RACING ONLY.

FRONT TIRE 2.70 X 7.0 X 19 OR 4:00 X 19 MAXIMUM

FRONT RIM WM-6 3.50 MAXIMUM. SPOKE OR MAG TYPE

ALLOWED

REAR TIRE 2.75X7.5X19 MAXIMUM

REAR RIM WM-6 3.50 MAXIMUM. SPOKE OR MAG TYPE

**ALLOWED** 

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

AFTERMARKET 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. NO 1989 OR

LATER XR 750 PARTS ALLOWED.

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. 1988 OR OLDER

CASES ON XR750. NO BIG OIL PUMP ON XR 750.

1988 OR OLDER OIL PUMP ONLY.

IGNITION ERA CORRECT NO MOTOPLAT OR PVL ON XR750'S CARBURETORS SINGLES, UN-RESTRICTED. TWINS, EITHER 34MM

CARBS MAX WITH NO

RESTRICTORS RESTRICTORS OR 38MM OR LARGER CARBS WITH

33MM INTAKE RESTRICTORS.

TRANSMISSION OEM, LIKE MAKE AND MODEL. 5 SPEED MAX.

SHOCKS OEM OR ERA CORRECT. PIGGY BACKS ALLOWED.

NO REMOTE RESERVOIRS

EXHAUST ERA CORRECT 115 DECIBEL LIMIT

BRAKES FRONT OEM OR ERA CORRECT DISC, MULTI PISTON

ALLOWED

BRAKES REAR OEM OR ERA CORRECT DISC, MULTI PISTON

ALLOWED

### CLASS 11: YOUTH; 1969-1976; 0-125CC; 2-STROKE OR 4-STROKE; SINGLES OR TWINS

REAR BRAKES MANDATORY IN ALL OVAL COMPETITION. FRONT BRAKES

ALLOWED IN TT RACING ONLY.

FRONT TIRE 2.70X7.0X19 OR 4.00X19 MAXIMUM

FRONT RIM WM-3 2.15 MAXIMUM, SPOKE TYPE ONLY, NO MAG

TYPE RIMS

REAR TIRE 4.00X18 DIAMETER MAXIMUM

REAR RIM WM-3 2.15 MAXIMUM

FORKS OEM OR ERA CORRECT. 35MM MAX DIA.

CONVENTIONAL DESIGN ONLY. NO ADJUSTABLE

TRIPLE CLAMPS.

GAS TANK ERA CORRECT

FRAME OEM, STIFFENING ALLOWED OR ERA CORRECT

AFTERMARKET. TWIN SHOCK 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 ERA CORRECT, CDI ALLOWED, BUT MUST BE

HIDDEN IN ORIGINAL IGNITION LOCATION

CARBURETOR ERA CORRECT 34MM SINGLES, 30MM TWINS. NO

**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

BRAKES FRONT ERA CORRECT DISC. 2 PISTON MAX BRAKES REAR ERA CORRECT DISC. 2 PISTON MAX

#### CLASS 12: YOUTH; 1977-1988; 0-125CC; 2-STROKE OR 4 STROKE

REAR BRAKES ONLY IN OVAL COMPETITION. FRONT BRAKES ALLOWED IN TT RACING ONLY.

FRONT TIRE 2.70X7.0X19 OR 4:00X19 MAXIMUM

FRONT RIM WM-3 2.15 MAXIMUM. SPOKE OR MAG TYPE RIMS.

REAR TIRE 2.70X7.0X19 OR 4:00X19 MAXIMUM

REAR RIM WM-3 2.15 MAXIMUM. SPOKE OR MAG TYPE RIMS

ALLOWED

FORKS OEM OR ERA CORRECT. ANY DIAMETER

CONVENTIONAL DESIGN ONLY

GAS TANK ERA CORRECT

FRAME OEM, STIFFENING ALLOWED OR ERA CORRECT

AFTERMARKET TWIN SHOCK ONLY MFG. MONO

SHOCK OR LINKAGE FRAME ALLOWED

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 34MM MAX FLAT SLIDES ALLOWED

RESTRICTORS NONE

TRANSMISSION OEM, LIKE MAKE AND MODEL. 6 SPEED MAX.

SHOCKS OEM OR ERA CORRECT, PIGGY BACKS ALLOWED.

NO REMOTE RESERVOIRS

EXHAUST ERA CORRECT

BRAKES FRONT ERA CORRECT DISC. 2 PISTON MAX BRAKES REAR ERA CORRECT DISC. 2 PISTON MAX

CLASS 13: WOMAN'S OPEN, ALL ELIGIBLE MACHINERY FROM 1969-1988
THIS CLASS IF FOR WOMEN FROM AGE 18 AND UP. THEY CAN COMPETE ON
ANY DISPLACEMENT MACHINES IN THE ABOVE CATEGORIES. ALL VINTAGE
RULES APPLY.

CLASS 14: 50-PLUS OPEN, ALL ELIGIBLE MACHINERY FROM 1969-1988
THIS CLASS IS FOR COMPETITORS THAT ARE 50 YEARS OF AGE OR OLDER ON THE DATE OF THE RACE. THEY CAN COMPETE ON ANY DISPLACEMENT MACHINES IN THE ABOVE CATEGORIES. ALL VINTAGE RULES APPLY.