

AMA SPORTS
SUPPLEMENTAL REGULATIONS



INTERNATIONAL MOTORCYCLE
SPEED TRIALS
BY BUB

BONNEVILLE SALT FLATS
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ACKNOWLEDGEMENTS

This rulebook is dedicated to the memory of the late Earl Flanders, one of the original AMA officials to specialize in Land Speed Record competitions. It is largely through his efforts that these guidelines could be written and the sport of motorcycle land speed racing is what it is today.

Thanks are also extended to all those who contributed their time to this project, including staff at BUB Racing Inc and AMA Sports.

To all competitors, we wish a safe, memorable, and of course a fast week of action on the salt.

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BUB Racing, Inc.

Douglas Neubauer
AMA Sports

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PREFACE

All regulations within this document are to establish minimum acceptable requirements for events and are set out to provide a guideline for conduct and technical specifications. These Supplemental Regulations are an appendix to the appropriate FIM and AMA sports rules governing all activities under their sanction. All entrants seeking to establish FIM World Records are governed by the appropriate FIM regulations as well as these Supplemental Regulations. All entrants seeking to establish AMA National Records, as well as those taking part in the “Run Wat-cha Brung” portion of the event, are governed by the appropriate AMA regulations.

Except in the case of a disciplinary or arbitration issue related to an FIM World Record attempt, it is specifically noted that AMA Sports rules will apply to any disciplinary action, protest or appeal related to this event.

Responsibility for compliance with all competition provisions rests with each rider/ participant/ owner. Each will have the obligation to learn and understand all appropriate rules and regulations. By participating in events that are governed by these rules you are deemed to comply with all rules stated within this document. The rider/ participant/ owner will observe the fundamental minimum standards as set forth in the competition rulebook.

The FIM, AMA, event promoters, sponsors and officials do not set engineering and design standards for the event racecourse. AT NO TIME ARE THERE ANY WARRANTIES, EXPRESSED OR IMPLIED, THAT COVER SAFETY THAT RESULTS FROM COMPLIANCE WITH RULES WITHIN THE DOCUMENT. THEY IN NO WAY GUARANTEE AGAINST INJURY OR DEATH OF ANY ENTRANT, RIDER, SPECTATOR, OR EVENT OFFICIAL.

Participants are solely responsible for their safety and should assess their own ability to negotiate the racecourse. Riders/ owners/ participants who doubt the competence of track officials,

have concerns about safety of the racecourse, or their own ability to negotiate the course, or who are uncertain about the condition of their motorcycle, or uncertain or have doubts about the competence of fellow competitors, should not participate and should request the return of their entry fee before competitive activity begins.

Event promoters and their assigned officials are empowered to interpret and as necessary to enact minor adjustments to any of these supplemental regulations that in their sole discretion are needed to assure the smooth conduct of the competition. Any such adjustments are subject to compliance with the governing rules of the FIM and AMA.

These Supplementary Regulations shall uniformly apply to all riders/ participants/ owners. The only exceptions to this are in the event the rules may directly contradict the outlines for the streamlining class or where the Supplementary Regulations are deemed contrary to the FIM or AMA rules for those riders/ participants/ owners attempting world and/ or national records.

These Supplementary Regulations are subject to change, without notice. Should any changes occur they will supersede all previous rules. Subject to the protest and appeal provisions of the FIM code and AMA Sports rules, all decisions made by the event promoters and officials are final.

A completed event registration form is mandatory for all entrants.

All forms listed in this rulebook will be available from the event promoters a minimum of 30 days prior to the event.

CHAPTER ONE:

COMPETITION PROCEDURES

1.A. CLASSIFICATION

The rider/ participant/ owner is responsible for the entry of his motorcycle into its correct class. The scrutineer can authenticate class verification at any time.

The event promoters and/ or scrutineer(s) **will not** re-classify any motorcycle that was entered in the incorrect class. Any motorcycle entered into the event incorrectly must be re-entered as a new entry. All motorcycles will be entered in the lowest fundamental class in which they are legal. In the event a classification is not appropriate and the motorcycle meets scrutineering requirements, a time-only run may be taken. Time-only passes will not be eligible for records or to receive awards. A rider/ participant/ owner cannot change the name, number or classification after the motorcycle has been officially entered and scrutinized, and left the starting line.

1.B. SCRUTINEERING (TECHNICAL INSPECTION)

Regardless of class, all motorcycles/ streamliners and riders must successfully pass the scrutineering. Any change to body, streamlining, chassis or power plant must be re-scrutinized prior to any qualifying participation can be allowed. A minimum of two scrutineers must inspect any and all motorcycles/ streamliners that are entered in a class where a record or records exist in excess of 200 MPH. Motorcycles/ streamliners entered in a class in which the record is 250 MPH or more will have a minimum of three scrutineers.

All participants must present their motorcycle/ streamliner in a ready to race condition, and then removable panels and shrouds must be taken off and presented at scrutineering. In all classes affected, it is required that the rider and any substitute riders/ drivers demonstrate seat belts and limb restraints. Riders must present their helmet and protective outerwear at the initial scrutineering.

The event officials, starter(s), or assistant starter(s) will have full discretion to restrict or bar from competition, any motorcycle/ streamliner that in their sole discretion is determined to have exhibited handling problems, fire hazards, or unworthiness to compete at any time. Participants that are barred from competition must be re-scrutinized prior to being allowed to compete. All scrutineering and re-scrutineering will be done only at a designated area set aside by the event organizers.

Entrants will not be classified if the stated year, make and model is different than the actual year, make and model of the motorcycle. The resolution (if at issue) to year, make and model falls on the rider/ participant/ owner.

Measuring devices are the responsibility of the event promoters and scrutineering staff.

Scrutineering is done to help assure the smooth and fair conduct of the event, but the event organizers, FIM, AMA and event officials neither warrant safety because a motorcycle/ streamliner has been subjected to scrutineering nor compliance with and enforcement of the rules and regulations.

1.C. STARTER

The event promoters will appoint an official starter(s) and assistant starter(s). Supervision of the rider and contestants is the responsibility of the official starter(s) and assistant starter(s) at the starting line with absolute authority. The authority of the official starter and assistant starter will extend past the scrutineer and will have the ability to prohibit any motorcycle from the course and/or the event.

With respect to machines attempting FIM or AMA record runs, the authority of the FIM Steward and ranking AMA Sports official supercede that of the starters(s).

1.D. COURSE

Two courses may be available.

Short Course:

The “short course” may consist of a two-mile approach, one mile timed, and one mile shut down.

Long Course:

The “long course” may consist of a five mile approach, one mile timed and five mile shut down.

The event promoters have total discretion as to the number of courses and the length of each course. The determining factor for course number(s) and design(s) will be weather and course conditions. At all times, all runs will be flying start. All motorcycles will begin their runs at the designated ‘0’ mile/return start and will be the maximum permitted lead up to the timed area.

1.E. QUALIFYING

The event promoters, scrutineer(s), starter(s) and assistant starter(s) have the final discretion to prohibit any motorcycle rider/participant/ owner from the course at any time for any reason. At no time will more than one machine be on the same course. There is no minimum number of qualifying runs any class can make.

Where conditions permit, prior to competing on the “long course”, all first time record attempts must be made on the “short course” and motorcycles in excess of 175 MPH, timed on the short course may transfer to the “long course”. Streamliners are exempt from pre-qualification on the “short course”. The short course is open to any class. Participants will not have to re-qualify if a change in class has taken place as long as the same motorcycle has exceeded 175 MPH.

In the event of record attempts in classes for which no record has yet been established, the speed will be considered open. On the completion of the first of the two record runs, the motorcycle will be considered as qualified for a record return pass if the speed is at or above the existing record for that class. Where a record exists, the record run will have the same rider on the first and (second) back up records runs to be official, and must remain in impound between all record runs (see section 1.F.).

1.F. RECORD ATTEMPTS

All record runs will be over the same course and within the same calendar day. Record attempts will be the calculated fastest average speed, over two consecutive runs in opposite directions.

Any rider/ participant/ owner that removes the motorcycle from the impound area will forfeit that attempt and must re-qualify for that class record. No change of parts is permitted within the impound period prior to any back-up record attempt, with the exception of spark plugs, wheels and tires, and this can only be done if the new parts are identical to those replaced. Fuel may be added if required. Engine changes and mechanical modifications cannot be performed during impound period. Event promoters will notify impounded motorcycle rider/ participant/ owner by officiating staff of the back-up return record attempt time.

Termination of a record run will be done for turn out, engine power failure, or interruption, after the motorcycle has left the starting line.

1.G. RECORD PROCEDURES

Any motorcycle/ streamliner exceeding the class record on the second (backup) attempt will report at the end of the record run to the impound official. Riders / participants/ owners are responsible for the removal of the cylinder head(s) when directed by the inspector. Inspection of engine displacement will include measurement of the bore and stroke in **all cylinders**. In the event that tools are required for disassembly, the riders/ participants/ owners are expected to provide them. All engine components will be available for inspection. If engine displacement exceeds stated class limit, the participant motorcycle will be disqualified from the record attempt. At no time will the maximum displacement exceed the class limit. Should the rider wish to make more attempts after a record run, upon official authorization, the motor may be sealed until the official inspection. If damage to the engine occurs after sealing that renders the engine unmeasurable, voids previous record attempt. The decision to seal and continue is at the sole discretion of the rider/ participant/ owner. All seals must remain intact and may only be broken by inspection staff in impound.

1.H. RECORD RECOGNITION

The event promoters will acknowledge class records with entries into an official timing book and certificate of the achieved record will be mailed to the rider/ participant/ owner after the conclusion

of the meet from the AMA. All records are subject to AMA and/ or FIM ratification. Falsification of any record documentation will be subject to disciplinary actions under FIM and AMA rules which may include fines, disqualification and exclusion from future events.

1.I. IMPOUNDING OF PARTS OR MOTORCYCLES

The rider/ participant/ owner agrees to surrender on demand any part or motorcycle that is used in the event competition. The event promoters and officiating staff reserve the right to impound, for any period of time, any part and/or vehicle that is part of a rules-compliance or accident investigation. Inspection and testing of impounded parts or vehicles is at the sole discretion of the event promoters.

1.J. EVENT ENTRY

All riders must have a current and valid drivers license from the state or nation of residency. Riders taking part in an FIM record attempt must hold an international license issued by the AMA or their home FMN if different than the AMA.

A completed and signed medical information form must accompany all entry forms.

Prior to being allowed to compete, minors (under 18 years old) must complete the minor release form, signed by parent or guardian with medical and entry applications. Other conditions may be required for participants who are minors (check with event promoters).

An orientation meeting will be provided to all riders and they are responsible for attending the meeting and being aware of all information provided. All new riders will be issued 'new rider' identification that must be displayed and shown to the start at their first pass. New riders are required to make a partial throttle run for the full course.

Event Fees and conditions are designated by the event promoters and are used in conjunction with these supplemental regulations.

1.K. RIDER/ PARTICIPANT / OWNER CONDUCT

At all times a rider/ participant/ owner must be in or on the competition motorcycle/ streamliner when the engine is running, except if the motorcycle/ streamliner is on a stand in the pit area. Any rider/ participant/ owner, staff personnel and event officials who exhibits any characteristics of intoxication will not be allowed to participate in the event and will be asked to leave the event areas. Any competition motorcycle/ streamliner being operated in a reckless manner may result in disciplinary actions including disqualification. Riding in the pit area or return roads is prohibited and subject to disqualification.

Vehicles are prohibited from the racecourse unless assisting a competition motorcycle/ streamliner. If assisting a motorcycle/ streamliner vehicles are restricted to the support roads only and not on the race surface, with the exception to authorized emergency vehicles. All motorcycle/ streamliner pit facilities must have a minimum of one fire extinguisher. The use of radio communications between crew and motorcycle/ streamliner is allowed.

1.L. DESTRUCTION OF COURSE SURFACE

Any rider/ participant/ owner that causes damage to the course or has the potential to damage the course will be disqualified from competition. Scrutineering officials will verify corrections to the motorcycle/ streamliner before being cleared to compete again. All lost parts must be reported to the event promoters or officiating staff. Non-compliance to this may result in the motorcycle/ streamliner disqualification from the event. All participants must cover the salt surface in the pit area in circumference of 3' (three feet) from under any part of the competition motorcycle.

1.M. WEATHER

At any time weather conditions or wind in excess of 10 MPH for solo motorcycles or 3 MPH for streamliners, the starter(s), assistant starter(s), or timers can stop all racecourse activity. It is at the total discretion of the starter(s), assistant starter(s), or timers to assess the racecourse condition. The event promoters, sponsors and officials will not be responsible for delays or postponements or

cancellations due to weather or course conditions or acts of God for any reason.

1.N. COMPLAINT AND PROTEST PROCEDURE

A rider/ participant/ owner may lodge protests in writing within 30 minutes of the posting of results to the event officials. The event organizers will make every effort to respond in a timely manner to any such objections. However, all formal protests must be accompanied by the appropriate fee and meet all other requirements of the pertinent FIM or AMA rule. Handling of any such protests will be in accordance with FIM/AMA rules.

1.O. REQUEST FOR RULE CHANGES

Application for rules changes will be available in the event registration area. The application must be filled out completely. The event promoters will respond in writing within 30 days. Rule change suggestions be submitted via e-mail to rulechanges@speedtrialsbybub.com, all information from the form must be included. Rule change forms are also available online at www.speedtrialsbybub.com. All rule changes are subject to approval by the AMA.

1.P. SALT FLATS ACCESSIBILITY

All persons must exit the salt flats by dusk. Access will re-open at approximately dawn. Actual local times of track accessibility will be posted in the registration area at the time of the event. Camping on the salt will not be permitted under any circumstance.

1.Q. EVENT GENERAL INFORMATION

Event promoters will provide updated event information via a radio station. Details will be posted at the entry gate at the time of the event.

CHAPTER TWO:

STANDARD EQUIPEMENT VALUES

Special note: The FIM, AMA, event promoters, sponsors, and affiliates, do not inspect machines in AMA sanctioned competition for safety. Participants are solely responsible for the condition of their machines and their competence to operate them. When rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the machines components will perform in competition with safety.

2.A. ENGINE DISPLACEMENT

Displacement of the engine is as stated by the manufacturer. Displacements in excess of the stated manufacturer's displacement will advance the motorcycle/streamliner to the correct class.

2.B. EXHAUST DIRECTION

Exhaust must be directed away from the racing surface.

2.C. FOOT PEGS/ RESTS

One pair of foot rests per motorcycle are required and must be operable (streamliners excluded). Side and center stands to be secured in the UP position with "Zip Ties" or Safety wire, prior to making run.

2.D. FUEL SHUTOFF AND ENGINE KILL SWITCH

Motorcycles must be equipped with a positive ignition off switch to terminate engine power. The riders must be able to use the switch without their hands leaving the handlebars.

Gasoline class motorcycles must have a fuel shut off, activated from the riders position. Fuel class motorcycles must have a positive fuel shut off activated without riders hand leaving the handlebars. In gas and fuel classes, an ignition shut off switch must be attached to the rider by lanyard. Aero/quip or equipment fire

sleeve must cover all fuel lines to include un-valved fuel and gas lines.

2.E. FUELS

Acceptable fuels include alcohol, nitrous oxide, nitro-methane, hydrogen, diesel and any gasoline that is not purchased from the event approved gasoline vendor. Violation of this fuels section is disqualification. Nitrous oxide applications must comply with crash protected shut off valve.

2.F. GASOLINE

To compete in the gasoline class(es), gasoline must be purchased from the event approved vendor. If you choose to use gasoline that is not purchased and sealed by the event approved vendor, your class will be required to run in the fuel class. Refueling must take place in the designated area and tank must be re-sealed by an event official.

Power additives/altering agents added to gasoline are strictly prohibited. Engine lubrication added through gasoline, if needed, **MUST** only be added in the presence of the event gasoline vendor and tank/container must be sealed. Participants that violate this section will be disqualified.

2.G. HAND/ FOOT CONTROLS

Hand controls (clutch and brake) must have a minimum 1/2" ball on the end.

Flattening of the ball end is acceptable, however all edges must be rounded. All control ends must be an integral part of the lever.

Foot operated controls must pivot independently. Foot throttle must have toe clip with return throttle. All controls are subject to scrutinizing. Riders in the riding position must have 10" between thumbs. All handlebars must extend outside the fork tubes at a minimum of 6" (streamliners excluded). Riders may be asked to demonstrate their ability to navigate with the current controls.

Stops to steering must limit riders hands from touching the fairing or tank at full right or left turns. A hydraulic dampener cannot act as a fork stop.

2.H. HEADLAMP ASSEMBLY

Motorcycles equipped with a headlamp must be taped in a crisscross pattern to hold potential broken glass.

2.I. NUMBER IDENTIFICATION

Number identification on both sides of the motorcycle are required for each entrant and must be of contrasting colors to that of the motorcycle. Where used, number plates must be a minimum of **7” high and 8” wide** and the numbers are to be 3” high and 1” wide. Plates must have rounded corners. Numbers can be painted directly on the motorcycle/ streamliner if number plates cannot be attached and must meet same criteria for number plates for size requirements. Numbers must be in full view and not blocked by the rider when in the riding position.

2.J. REAR VIEW MIRROR

Rear view mirrors must be removed or taped. Mirrors incorporated into the fairing must be taped.

2.K. SEAT HEIGHT

In production class, stock seat height is allowed. Seat height on any other motorcycle, with rider seated, must not exceed 36” from seat at the highest point to the ground.

2.L. RIDING ATTIRE

The following rules are mandatory for all rider/ participants. An exception is made when distinctly incompatible with streamliner attire rules. The rider/ participant/ owner must rely on their own judgment in the selection of any helmet and/ or apparel for durability and safety. It is the sole responsibility of the rider to select a helmet and apparel that will provide appropriate protection. The AMA does not endorse or certify any manufacturers or products. The rider must rely on his own judgment in the selection of any helmet and apparel for durability and safety.

2.L (I) BOOTS

Leather boots of significant construction are required. A minimum of 8” above the ankle. Acceptable fasteners are lace, zipper, and buckle.

Subject to scrutineering.

2.L (II) GLOVES

Gloves of 100% leather exterior are mandatory and required. Gloves that do not cover the entire hand and fingers are not permitted. Gloves must have a minimum 3-inch gauntlet cuff with wrist closure.

2.L (III) HELMET

A full faced protective helmet is mandatory for all participants. All helmets must be a minimum of SNELL 2000 or 2005 Dot 2000 or any of the FIM SFI approved certifications.

Participants with corrective eyewear must have approved shatterproof glass if worn with helmet. A riders/participants helmet will be presented to scrutineering after any accident that involves impact. Helmet maintenance, fitness, and condition are the responsibility of the rider / participant.

2.L (IV) LEATHERS

The use of synthetic material riding suits is prohibited. The use of stretchable Kevlar and perforated materials in non-critical areas are permissible. Leather suits may be one-piece design or joined together with a full circumference zipper at the waist. Leathers cannot be too big or loose. Critical area (knees, elbows, forearms, shoulders) armor or 2-layer of leather is highly recommended. Riders of motorcycles burning fuels of a Methanol content, are recommended to wear Nomex underclothing or something of similar nature due to invisible flames.

2.M. SAFETY WIRING

Transmission oil drain plug, and engine oil drain plug must be safety wired. Axle nuts must be secured with safety wire or castle nut and cotter key. Locking compounds are prohibited.

2.N. STEERING DAMPER

Machines in classes that have a recorded speed of 125 MPH or more must have steering dampers.

2.O. THROTTLE

Throttle must be self-closing.

2.P. TOW START

Tow starting is prohibited for all motorcycles with the exception of Streamliners and is limited to the first half (.25) mile from the '0' start.

2.Q. TIRES

It is recommended that tires are rated for the appropriate speeds and, use is at the sole discretion of the rider / owner / participant. Only tires normally available from commercial or retail sources as equipment for road use are permitted. They shall appear on tire manufacturer's range catalog or tire specification lists available to the general public. The rider has the sole responsibility of inspecting the condition of the tire before and after each run.

2.R. VALVE CAPS AND STEMS

All motorcycle/ streamliners must have metal valve caps on tube type tires. Motorcycle/ streamliners with tubeless tires are required to have metal valve stems. Angled valve stems may be safety wired to resist centrifugal force deflection.

2.S. WHEELS

Wheel alignment and balance and tire run-out are the sole responsibility of the rider / participant / owner. Wheel discs are not permitted on the front. Front wheel must have cross ventilation at a minimum of 25% of total wheel surface, except for streamliners.

The use of “spinner” style wheels or any wheel design that incorporates movable pieces while vehicle is in motion is prohibited.

CHAPTER THREE:

CLASS DESIGNATION

Motorcycle classes are listed as follows:

- 1.) Frame Class
- 2.) Engine Class
- 3.) Displacement Class

For example – a production motorcycle with a production supercharged engine of 1350cc would be listed as: P-PB/1350

3.A. FRAME CLASSIFICATION

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P	Production	4
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A	Special Construction	7
APS	Special Construction Partial Streamlining	8
S	Streamliner	9
SC	Sidecar	10
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3.B. ENGINE CLASSIFICATION

SECTION

P	Production	12.A
PP	Production Pushrod	12.B
PV	Production Vintage	12.C
PB	Production Supercharged	12.D
PG	Pushrod: Gasoline	12.E
PF	Pushrod: Fuel	12.F
PBG	Pushrod, Supercharged: Gasoline	12.G
PBF	Pushrod, Supercharged: Fuel	12.H
VG	Vintage: Gasoline	12.I
VF	Vintage: Fuel	12.J
VBG	Vintage, Supercharged: Gasoline	12.K
VBF	Vintage, Supercharged: Fuel	12.L
AG	Modified: Gasoline	12.M

AF	Modified: Fuel	12.N
BG	Supercharged: Gasoline	12.O
BF	Supercharged: Fuel	12.P
UG	Unlimited: Gasoline	12.Q
UF	Unlimited: Fuel	12.R
D	Diesel	12.S
DB	Diesel	12.T
W	Steam, Turbine, Electric	12.U

3.C. ENGINE DISPLACEMENT CLASSIFICATION

All displacement measurements are in cubic centimeters. Motorcycles/ Streamliners will be placed in the next higher classification when cubic centimeters exceed the maximum for the class.

Displacement Class	Minimum CC	Maximum CC
50	-	50
100	51	100
125	101	125
175	126	175
250	176	250
350	251	350
500	351	500
650	501	650
750	651	750
1000	751	1000
1350	1001	1350
1650	1351	1650
2000	1651	2000
3000	2001	3000

Note: Diesel and Electric Classes do not follow the engine displacement classification. See Sections 12.S & T (diesel) and 12.U. (electric) for displacement classifications.

CHAPTER FOUR:

“P”

PRODUCTION FRAME CLASS

Definition-

A production motorcycle frame defined as produced by a recognized manufacturer. A minimum of 500 frames must be produced for sale to the general public and available through retail motorcycle dealers. All production class motorcycles must be presented in street driving condition i.e., front and rear lighting, fenders, wheels, brakes, air intake box and (unmodified) exhaust system.

The following modifications will be acceptable:

4.A. ACCEPTABLE REMOVALS

License plate, frame and bracket, air cleaner element, and toolbox are acceptable production class items that can be removed.

4.B. CHAIN GUARD

A chain guard is mandatory on all exposed chains unmodified from their stock equipment.

4.C. FOOT PEGS

Required, original equipment. Rear (passenger) foot rests must be removed.

4.D. HANDLEBARS

Handlebars are restricted to 15” or 4” in front of original mount or 4” lower. All handlebars that mount to the original mount and meet the criteria in this section are acceptable.

4.E. LIGHTING, INSTRUMENTS

Lighting and instruments must be original equipment as stated in the definition above. Headlamps, turn signal lenses, and tail lamp

lenses must be cross-tapped. Non-integrated lamps and signals may be removed. See section 2.H.

4.F. RIM AND TIRE

Original equipment manufacturer is mandatory. To meet tire speed requirements, optional rims may be substituted. Tires must meet speed rating, see section 2.Q. Production rims must have a metal valve stem if tubeless and metal stem cap if tube type tires as in Section 2.R.

4.G. SIDE AND CENTER STANDS

Side and center stands to be secured in the UP position with “Zip Ties” or Safety wire, prior to making run.

4.H. WINDSHIELD, FAIRINGS, SIDE COVERS, SEATS

Motorcycles originally factory equipped with a fairing and windshield, seat and side covers must participate with original equipment. For explanation of original equipment see definition at beginning of chapter.

CHAPTER FIVE:

“M”

MODIFIED FRAME CLASS

This section is designed to advance the efficiency of motorcycles attempting records and increase the strength and stability. Overall construction of the modified frame must be based on the original equipment manufacturers design and geometry.

Acceptable alterations include modifications of steering head angle and removal of miscellaneous brackets and braces.

Half of the original cross structure members must be retained from the transmission forward to insure structural integrity. Modified frame class may be subject to special scrutineering of structure welds. The lowest part of seat and handlebar grips must not exceed an imaginary line drawn between the tops of the rims.

Modified frame class can include factory produced off road, limited production and road racing motorcycles with less than 500 in production.

5.A. AXLES AND WHEELS

The minimum, non-stock wheel replacement size is 15". Front and rear axle material must be of Titanium or steel alloy only.

5.B. BRAKES

Rear brakes (required) must be actuated from the handlebars or foot peg position. Front brakes are not required in this class. Hydraulic Drum/ shoe and disc brakes assemblies are acceptable.

5.C. CHAIN/BELT GUARD

Minimum length of belt guard is 1 1/2 times the total span and a minimum of 1/4" wider than the belt. Primary cover is mandatory. Belt/chain cover must extend from the center of the primary to the outer most edge of the rear sprocket.

5.D. EXHAUST AND MUFFLERS

Length of exhaust/ muffler assembly must not extend past the rear edge of the rear tire.

5.E. FOOT PEGS

Foot pegs must be a minimum of 6" ahead of rear axle.

5.F. FRONT AND REAR FENDERS

Front and rear fenders may be removed. Generic, replacement type fenders may be substituted. Rear fenders may not extend beyond the centerline of the front or rear axle. Elongated seat may act as rear fender and is subject to scrutineering.

5.G. FRONT FORKS

Center hub steering in any form is prohibited, unless originally manufactured at the factory. Front forks are subject to scrutineering for strength and stability.

5.H. GASOLINE TANK

Aftermarket gas tank is permitted with a minimum capacity of 1.32 gallons, mounted in the original position.

5.I. MULTIPLE ENGINES

Multiple motorcycle engines are not permitted in modified class. Motorcycle engines cannot exceed 2000cc.

CHAPTER SIX:

“MPS” MODIFIED PARTIAL STREAMLINING CLASS

In addition to rules for the “Modified” class, (see **5.A. – 5.J.**) these following rules apply to “Modified Partial Streamlining Class”.

6.A. PARTIAL STREAMLINING

Minimum of 180 degrees must be showing of the front tire and wheel and not blocked by streamlining. Using an imaginary line between axels, streamlining must not extend below the axel line and is limited to seat/ tail section and windshield/ fairing. The use of a seat or tail section for streamlining must not extend beyond the rear edge of the tire and must be mounted in three places.

The rider, in the racing position must be seen from either side of the motorcycle, hands excluded. Windshields are the only acceptable use of transparent material.

6.B. SEAT/ TAIL SECTION

Seat/ Tail section used to control the airflow around the motorcycle, are subject to partial streamlining.

6.C. WINDSHIELD/ FAIRING

Objects forward of the rider are considered streamlining if they control airflow around the motorcycle and rider.

CHAPTER SEVEN:

“A”

SPECIAL CONSTRUCTION CLASS

Special construction class frame is unlimited in design, with the following exceptions:

- 1.) With rider in the race position, seat cannot be above the rear tire.
- 2.) Driven by rear wheel only.

Frames in this class will be scrutinized and entrants in this class may be asked to provide test certifications on components and stress examination as required. Center steering or forks are permitted. The owner/ rider/ participant is responsible for the structural integrity and fitness of the design, assembly and welding in this class.

7.A. BRAKE SYSTEM

Rear brakes (required) must be actuated from the handlebars or foot peg position. Front brakes are not required in this class. Hydraulic Drum/ Shoe and disc brake assemblies are accepted.

7.B. ENGINE

Any combination of engines, not to exceed two are allowed. Combined engine displacement cannot exceed maximum of 3000cc.

7.C. EXHAUST AND MUFFLERS

Length of exhaust/ muffler assembly must not extend past the rear edge of the rear tire.

7.D. FENDERS

Front and rear fenders may be removed. Generic replacement type fenders may be substituted and may not extend beyond the centerline of front or rear axle. Elongated seat may act as rear fender and is subject scrutineering.

7.E. FOOT PEGS

Mandatory equipment, location of foot pegs is discretionary.

7.F. FUEL TANK

Must be securely mounted, attention to craftsmanship.

CHAPTER EIGHT:

“APS”

SPECIAL CONSTRUCTION PARTIAL STREAMLINING CLASS

In addition to rules for the “Special Construction” class (see **7.A. – 7.H.**) these following rules apply to “Special Construction Partial Streamlining Class”.

8.A. PARTIAL STREAMLINING

Minimum of 180 degrees must be showing of the front tire and wheel and not blocked by streamlining. Using an imaginary line between axels, streamlining must not extend below the axel line and is limited to seat/ tail section and windshield/ fairing. The use of a seat or tail section for streamlining must not extend beyond the rear edge of the tire and must be mounted in three places.

The rider, in the racing position must be seen from either side of the motorcycle, hands excluded. Windshields are the only acceptable use of transparent material.

8.B. SEAT/ TAIL SECTION

Seat/ Tail section used to control the airflow around the motorcycle, are subject to partial streamlining.

8.C. WINDSHIELD/ FAIRING

Objects forward of the rider are considered streamlining if they control airflow around the motorcycle and rider.

CHAPTER NINE:

“S”

STREAMLINER CLASS

Streamliners are defined as a two-wheeled motorcycle with an unlimited wheelbase that must leave a single track. The rider must be inside an enclosed compartment and a firewall must separate the rider from the engine compartment. A substantial roll bar, or equivalent structure must be securely fitted.

FIM regulations apply to all streamliners seeking to establish world championships. These guidelines apply to all other machines, and due to the specialized nature of streamliners all participants are encouraged to address questions about guidelines to the AMA and the event organizers prior to entry.

Builders of any frame other than those constructed of steel must submit frame structure information to the event promoters that document the durability of the structure. Builders may be asked to provide test certifications on components and stress examination as required.

9.A. BATTERIES

Batteries mounted in the rider compartment must be inside of an acid spill proof and sealed box. Batteries mounted in alternate areas must be secured in with metal framework and substantially mounted. Tie straps and bungee style cords are not permitted as battery hold down. A battery disconnect inside and outside the streamliner is mandatory.

9.B. BRAKES/ WHEELS

Rear brake is minimum requirement in this class. Wheel and tire size are unlimited but must meet regulations in 5A and 5B.

9.C. CANOPY AND WINDSHIELD

The canopy assembly must be removable without the use of any tools, from the inside and the outside. The outside of the streamliner must have clear markings with specific instruction for removal. The rider must be able to exit the streamliner with out any assistance, upright or on it's side. Canopy windshield must be constructed of shatterproof plastic with 120 degrees of horizontal vision from the riders position forward.

9.D. CLASS AND NUMBER DISPLAY

Each streamliner must have numbers/letters in an minimum area of 10"x12" displayed on both sides. Numbers must be displayed in a contrasting color to that of the body of the streamliner.

9.E. DRIVER SUIT

An approved riders suit is mandatory. A minimum suit, glove, boots requirement is SFI 3-2A/15 or higher rating. Helmet liner used by rider must be NOMEX.

9.F. ENGINE

Streamliner class is limited to one or two motorcycle engines with a combined displacement not to exceed 3000cc.

9.G. EXTERNAL CONTROLS

Including all features stated in these streamliner guidelines, external operations of the following functions are required:

- Ignition-Main shut off
- Riders Compartment exit

All external access and operation points must be clearly marked on the exterior of the streamliner.

It is recommended that the fire extinguisher(s) also have external operating controls.

9.H. FIREWALL AND TANK REQUIREMENTS

The engine and fuel compartments must be sealed off from the rider with a minimum of one firewall. The engine and fuel

compartments must have sufficient drainage. Wiring, linkage and controls must be sealed through firewall to avoid leakage. A bulkhead must separate the rider from the front wheel. Fuel and oil tank(s) are not permitted inside of the rider compartment. Fuel lines must not enter the rider compartment.

9.I. FIRE EXTINGUISHING

A manually controlled fire extinguisher system must be installed in this class. Automatic systems with a heat-sensing switch must also have a manual control to override the extinguishing system. One manual emergency control is mandatory, within the reach of the rider and must stay activated once pulled. The extinguishing system must also be able to be activated from the exterior of the streamliner.

A minimum of 5lbs. of extinguishing agent is required. Approved and certified extinguishing agents are allowed in confined space. All nozzles, lines, and valves must be securely mounted. Hose clamps are not acceptable.

Installation of extinguisher must be to the manufacturers specifications for the specific size and shape of the riders compartment. All extinguishing equipment must have an inspection or full tag not more than twelve months old. All extinguishing systems are subject to scrutineering.

Minimum extinguishers requirement for streamliners are:

0-150 MPH – 5lbs.

151MPH and above – 10lbs.

The extinguisher areas covered must be divided between the rider and engine compartments.

All tow and push vehicles in this class must be equipped with a minimum of one, 5lb. fire extinguisher.

9.J. FUEL SHUTOFF

Streamliners must have a positive fuel shutoff. Shutoff must be activated from riders compartment.

9.K. PARACHUTE

All streamliners are required to have a parachute. Entrants in this class with records above 250 MPH are required to have a high speed and low speed parachute.

Streamliners in this class with open tail must be equipped with automatic actuator that releases the parachute at 80 degrees from upright. Streamliners with closed tail must automatically actuate parachute at 50 degrees from upright.

Riders must be able to activate the parachute without their hands leaving the steering mechanism. All parachutes must be mounted to a cross frame member. Parachutes are inspected at scrutineering for ease of deployment and packing procedure. Any failure in parachute operation or handling troubles associated with parachute operation will require re-scrutineering. Size, mounting of parachute and tether lines must be installed according to parachute manufacturers specifications.

9.L. ROLL CAGE

It is recommended that streamliners have minimum of two roll bars, one forward of the rider's head and one behind the rider's head. Roll bars should have a minimum outside diameter of 1 1/4", a .090" normal wall thickness, steel cap, .090" thick. The upper 140 degrees of the of the riders head and braced on each side to main frame. The rider with their helmet on must not have more than 2" head movement within the roll bar. Padding may be added if made from fireproof material. Any other roll cage design must be tested for strength and have finite element study to prove its strength.

9.M. STEERING

All steering including links, rods, and cables must move unbound through streamliner body and firewall and be free without excessive play. Steering assembly must be ridged mounted to the frame.

Streamliners equipped with long steering rods, must be able to collapse and have secondary stops. All steering components must

have grade 5 or better bolts. Welds on steering components will be scrutinized and may be subject to X-ray certification. Quick disconnects for handlebars are permitted.

9.N. SHOULDER AND SEAT BELTS, LEG/ ARM RESTRAINTS

Installation of shoulder and seat belts must be to the manufacturers specifications, labeled with the date of manufacturer, being no more than five years from the date of inspection.

Shoulder and seat belts must be attached to the cross frame member, frame mounting points directly inline with the direction of pull, bolts cannot be mounted by pushing through webbing. Shoulder harnesses must not slip off the riders shoulders. Belt/harness systems with latch release must have a cover over the latch that prevents arm restraints from activating the latch assembly. Crotch belts are mandatory.

Arm restraints are mandatory with anchor points to harness assembly, secured to the frame. Leg restraints are compulsory for any streamliner where it is possible for the riders legs to be outside of the riders compartment from any position while the streamliner is in motion. Belt and harness mounting hardware must not be exposed. Net type leg restraints are acceptable as long as the net will allow the rider to exit the streamliner without assistance.

9.O. STREAMLINER COMPARTMENT

Roll cage and interior panels must protect the rider from any of the rider's extremities from extending outside of the rider compartment. All mounting tabs, brackets, and protrusions must be free of sharp edges. The rider compartment must have an outside air source.

All riders must demonstrate exiting ability from the riders compartment without assistance during scrutineering.

9.P. TRIAL RUNS

All streamliners and/or new riders of streamliners must make a series of trial runs to exhibit stability during incremental speeds at the discretion of the event officials. All trial runs must be with parachute in full operation and the use is to be demonstrated. All

entrants in this class will be observed by AMA or FIM representatives prior to being advanced to the next speed increment.

9.Q. SKIDS

Motorcycle streamliners that use skids must have a positive up-locking and positive down-locking feature. Skids must have a turned up front edge to avoid digging into the salt surface and must be raised in the up position as soon as the streamliner stability is achieved.

CHAPTER TEN:

“SC”

SIDECARS AND THREE WHEELERS

Sidecar and three wheelers are defined as by the use of a two-wheel motorcycle with a third wheel attached to a sidecar leaving two separate and distinct tracks with front wheel track being covered by rear wheel track. The chassis and suspension can be of traditional motorcycle design with sidecar chassis attached, utilizing body and platform panels. Attached sidecars integrated into a special construction chassis are allowed. Sidecar can be mounted on right or left of the rider. Mounting brackets, universal or ridged bar fittings for rigidity, application and sufficient depth of engagement will be scrutinized. Any and all attaching hardware for the sidecar to the motorcycle must be safety wired and visible and are subject to scrutinizing. Special attention will be made to the sidecar construction, mounting hardware and sufficient distribution of stress with the sidecar mounted. Universal brackets and hardware are prohibited.

All of chapters 2, 5 and 7 apply to this class.

10.A. ENGINE POSITION

Any combination of motorcycle engines not to exceed two is allowed. Combined engine displacement of a maximum of 3000cc must be mounted on a centerline between front and rear wheel.

10.B. FRONT/ REAR WHEEL

Front and rear wheel size is restricted to 10” minimum and sidecar minimum of 5” diameter.

10.C. PASSENGER PLATFORM

The sidecar platform should be large enough to allow a passenger in prone position to ride in the sidecar. In addition there should be a handhold mounted for the passenger. In lieu of a passenger, a minimum ballast or weight of 60kg (approx 132lbs) must be

securely carried in the Sidecar. A shield must cover the sidecar wheel and tire on the inside of the passenger platform.

10.D. RIDER LOCATION

Rider must control the motorcycle/sidecar from the seating or kneeling or kneeling position on the Tire tread centerline between the front and rear wheels. Standard motorcycle handlebars are required. The rider and intended passenger must be able to exit the motorcycle and sidecar outfit without restrictions or assistance.

10.E. STEERING

Steering damper is mandatory. Steering by front wheel only. Center hub, spindle steering/ suspension system is permitted.

10.F. TRACK AND WHEELBASE

Track, when measured from the center line of the front tire to the rear tire, to the centerline of the sidecar tire must not be less than 32” (inches). Overall wheelbase of the motorcycle as measured between centerline of front and rear axels cannot be less than 50” or more than 110”.

10.G. WINDSHIELD/ FAIRINGS

The rider, in the racing position must be seen from either side of the motorcycle, hands excluded. Dustbin style fairings can be used and windshields are the only acceptable use of transparent material.

CHAPTER ELEVEN:

“SCS”

SIDECAR STREAMLINER

11.A. SIDECAR STREAMLINER

Originality of construction is encouraged. Unlimited wheelbase is permitted. This class must meet criteria in chapter 9 with exclusion of “skids”. Sidecar size minimums in this section are applicable. Rider location other than what is listed in this section must run in this class. The rider must be able to exit the motorcycle without restriction or assistance.

11.B. TEST RUNNING

All sidecar streamliners in this class must make a series of trial runs to exhibit rider ability and stability during incremental speeds. Rider licensing will be in accordance with section 1.J. Operator Entry level. Sidecar ballast or wheel alignment adjustment may be compulsory. All entrants in this class will be observed by AMA or FIM representatives prior to being advanced to the next speed increment.

CHAPTER TWELVE:

ENGINE BY CLASSIFICATION

12.A. PRODUCTION: “P”

The same engine must be used that was originally installed in the specific motorcycle at the time of production. Original equipment must include cylinders, cases (crankcases), heads, carburetion or throttle body (stock venturi), kick-starter or electric starter. Displacement determines the class. Increased displacement beyond the class limit will place the motorcycle in the correct class. GASOLINE ONLY. Fuel not permitted in this class. See section 2.F.

12.B. PRODUCTION, PUSHROD: “PP”

With camshaft located below the cylinder to head deck, push rods that open valves with use of individual lifters. Section 12.A. also applicable.

12.C. PRODUCTION, VINTAGE: “PV”

Same as 12.A. but production date prior to 1956.

12.D. PRODUCTION, SUPERCHARGED: “PB”

Turbocharger or supercharger allowed if installed at time of manufacture and not installed as aftermarket equipment. Same as other production class 12.A.

12.E. PUSH ROD: GASOLINE “PG”

With camshaft located below the cylinder to head deck, push rods that open valves with use of individual lifters. Must have same number amount of valves in the cylinder head as produced by the original manufacturer.

GASOLINE ONLY. See section 2.F.

12.F. PUSH ROD: FUEL “PF”

With camshaft located below the cylinder to head deck, push rods that open valves with use of individual lifters. Must have same

number amount of valves in the cylinder head as produced by the original manufacturer.

NO FUEL RESTRICTIONS. See section 2.E.

12.G. PUSH ROD, SUPERCHARGED: GASOLINE “PBG”

With camshaft located below the cylinder to head deck, push rods that open valves with use of individual lifters. Mechanically driven supercharger and/or exhaust driven turbocharger mandatory. Use of water injection is acceptable. Water container is sealed by scrutineering.

GASOLINE ONLY. See section 2.F.

12.H. PUSH ROD, SUPERCHARGED: FUEL “PBF”

With camshaft located below the cylinder to head deck, push rods that open valves with use of individual lifters. Mechanically driven supercharger and/or exhaust driven turbocharger mandatory.

NO FUEL RESTRICTIONS. See section 2.E.

12.I. VINTAGE: GASOLINE “VG”

Motorcycle engines production date prior to 1956. Flat head and OHV heads, and two strokes must retain the original manufacture heads and cases. Allowable overbore in this class is .050” (inch).

GASOLINE ONLY. See section 2.F.

12.J. VINTAGE: FUEL “VF”

Motorcycle engines production date prior to 1956. Flat head and OHV heads, and two strokes must retain the original manufacture heads and cases. Allowable overbore in this class is .050” (inch).

NO FUEL RESTRICTIONS. See section 2.E.

12.K. VINTAGE, SUPERCHARGED: GASOLINE “VBG”

Motorcycle engines production date prior to 1956. Flat head and OHV heads, and two strokes must retain the original manufacture heads and cases. Mechanically driven supercharger and/ or exhaust driven turbocharger mandatory. Use of water injection is acceptable. Water container is sealed by scrutineering. Allowable overbore in this class is .050” (inch).

GASOLINE ONLY. See section 2.F.

12.L. VINTAGE, SUPERCHARGED: FUEL “VBF”

Motorcycle engines production date prior to 1956. Flat head and OHV heads, and two strokes must retain the original manufacture heads and cases. Mechanically driven supercharger and/ or exhaust driven turbocharger mandatory. Allowable overbore in this class is .050” (inch).

NO FUEL RESTRICTIONS. See section 2.E.

12.M. MODIFIED: GASOLINE “AG”

Unlimited design. Superchargers and Turbochargers not allowed. Construction must include a majority of motorcycle engine parts. Fuel injection is allowed.

GASOLINE ONLY. See section 2.F.

12.N. MODIFIED: FUEL “AF”

Unlimited design. Superchargers and Turbochargers not allowed. Construction must include a majority of motorcycle engine parts. Fuel injection is allowed.

NO FUEL RESTRICTIONS. See section 2.E.

12.O. SUPERCHARGED: GASOLINE “BG”

Mechanically driven supercharger and/ or exhaust driven turbocharger mandatory. Unlimited design. Construction must include a majority of motorcycle engine parts. Fuel injection is allowed. Use of water injection is acceptable. Water container is sealed by scrutineering.

GASOLINE ONLY. See section 2.F.

12.P. SUPERCHARGED: FUEL “BF”

Mechanically driven supercharger and/ or exhaust driven turbocharger mandatory. Unlimited design. Construction must include a majority of motorcycle engine parts. Fuel injection is allowed.

NO FUEL RESTRICTIONS. See section 2.E.

12.Q. UNLIMITED: GASOLINE “UG”

No advancement in class for Supercharger/ Turbocharger. Streamliners may use any “OTTO” cycle type reciprocation engine.

GASOLINE ONLY. See section 2.F.

12.R. UNLIMITED: FUEL “UF”

No advancement in class for Supercharger/ Turbocharger. Streamliners may use any “OTTO” cycle type reciprocation engine.

NO FUEL RESTRICTIONS. See section 2.E.

12.S. DIESEL: “D”

DIESEL FUEL ONLY. All other sub-classifications apply (except class AF) as to engine design, equipment and size.

Displacement Class	Minimum CC	Maximum CC
750	-	750
1500	701	1500
3000	1501	3000

12.T. DIESEL, SUPERCHARGED: “DB”

Mechanically driven supercharger and/ or exhaust driven turbocharger mandatory. DIESEL FUEL ONLY. All other sub-classifications apply (except class AF) as to engine design, equipment and size.

Engine displace based on table in section 12.S.

12.U. SOLAR/ELECTRIC: “W”

This engine class is classified and measured by weight:

Weight Class	Minimum Weight	Maximum weight
150kg (330.7lb)	-	150kg
300kg (661.4lb)	150.1kg (330.9lb)	300kg
Unlimited	300.1kg (661.6lb)	-

(Note: Pound weights are converted from the Kilogram weight to match the FIM regulations for this class).

12.U (I) BATTERIES

All batteries must be secured by substantial mechanical means. Batteries must be mounted in with metal framework. Tie straps and bungee style cords are not permitted as battery hold down.

12.U (II) MOTOR CONTROLLER SHUT OFF

The motor controller must have a means of deactivation that must be attached to the rider with a lanyard

12.V. OTHER PROPULSION: “X”

Rules governing these classes will be issued and each case is presented.

CHAPTER THIRTEEN:

NATIONAL RECORDS

<i>Class</i>	<i>Speed</i>	<i>Rider</i>	<i>Hometown</i>		<i>Make</i>	<i>Year</i>
50 Cubic Centimeters (Approximately 3 Cubic Inches)						
M-C*	64.470	Flanders, P.	Pasadena	CA	Suzuki	1970
M-AG	70.314	Walsh, T.	Dallas	TX	Honda	1974
M-AF	74.752	Wagner, B.	Fairhope	AL	Cobra	2005
A-AG	72.558	Packard, D.	Loma Linda	CA	Suzuki	1969
A-AF	80.949	Packard, D.	Loma Linda	CA	Suzuki	1973
MPS- AG	81.986	Ahrens, Jim	Arcadia	CA	Kreidler	1977
MPS-AF	76.686	Walsh, T.	Dallas	TX	Honda	1974
APS-AG	75.364	Packard, D.	Loma Linda	CA	Suzuki	1970
APS-AF	82.264	Packard, D.	Loma Linda	CA	Suzuki	1970
S-AB*	121.700	Muller, H.	Munich	Germany	NSU	1956
SCS-AF	80.427	McLeish, D.	Venice	CA	Van Butler	2005
100 Cubic Centimeters (Approximately 6.1 Cubic Inches)						
M-C*	94.247	Nichols, M. Murdock E.	Oroville	CA	Kawa	1971
P*	74.012	"Doc"	Wendover	NV	Penton	1977
M-AG	93.137	Conway, T.	Oroville	CA	Kawa	1973
M-AF	96.618	York, P.	Albuquerque	NM	Honda	1974
A-AB*	81.869	Izard, R.	San Bernardino	CA	Honda	1975
A-AG	92.422	Conway, T.	Oroville	CA	Kawa	1975
A-AF	91.666	Eckhardt, D.	Long Beach	CA	Suzuki	1973
MPS-C*	94.826	Lingua, M.	Burbank	CA	HD	1973
MPS- AG	93.186	Conway, T.	Oroville	CA	Kawa	1974
MPS-AF	102.748	Bowns, B.	Lincoln	CA	Honda	1976
APS- AB*	94.934	Bair, D.	Long Beach	CA	Honda	1975
APS-AG	100.447	Eckhardt, D.	Long Beach	CA	Suzuki	1971
APS-AF	104.395	Bowns, Bryan	Citrus Hgts	CA	Honda	1977
S-C*	101.225	Tyler, M.	El Cajon	CA	Yamaha	1969
S-AB*	138.000	Mueller, H.	Munich	Germany	NSU	1956
S-AG	113.249	Vesco, R.	Lakeside	CA	Bridge	1968

*Class no longer exists, record can not be broken

125 Cubic Centimeters (Approximately 7.6 Cubic Inches)

P*	89.766	Seim, G.	Salinas	CA	Can-Am	1975
M-C*	111.090	Ebersole, D.	Denver	CO	Yamaha	1975
M-AG	113.425	Grufstedt, PC	N. Stonington	CT	Morbidelli	1977
M-AF	116.072	Grufstedt, PC	N. Stonington	CT	Morbidelli	1977
A-AG	115.460	Grufstedt, PC	N. Stonington	CT	Morbidelli	1978
A-AF	120.180	Grufstedt, PC	N. Stonington	CT	Morbidelli	1978
MPS-C*	119.032	Vickery, S.	Denver	CO	Yamaha	1974
MPS-AG	125.876	Grufstedt, PC	N. Stonington	CT	Morbidelli	1977
MPS-AF	126.455	Grufstedt, PC	N. Stonington	CT	Morbidelli	1977
APS-AG	133.168	Grufstedt, PC	N. Stonington	CT	Morbidelli	1978
APS-AF	136.537	Barker, R.	Valcouth	Quebec	Can-Am	1973
S-AB*	150.000	Mueller, H.	Munich	Germany	NSU	1956
S-AG	125.594	Grufstedt, PC	N. Stonington	CT	Morbidelli	1977
S-AF	137.399	Grufstedt, PC	N. Stonington	Ct	Morbidelli	1978

175 Cubic Centimeters (Approximately 10.6 Cubic Inches)

P*	96.642	Seim, G.	Salinas	CA	Can-Am	1975
M-C*	93.147	Brigham IV, H.	Houston	TX	Can-Am	1976
M-AG	106.023	Ebersole, Dale	Aurora	CO	Yamaha	1977
M-AF	105.858	Ebersole, Dale	Aurora	CO	Yamaha	1978
A-AG	106.944	Brigham IV, H.	Houston	TX	Can-Am	1976
A-AF	106.315	Brigham IV, H.	Houston	TX	Can-Am	1976
MPS-C*	104.333	Brigham IV, H.	Houston	TX	Can-Am	1977
MPS-AG	113.032	Wagner, B	Fairhope	AL	Honda	2005
MPS-AF	104.564	Kushdilian, P.	Van Nuys	CA	Bridge	1971
APS-AG	120.098	Wagner, B	Fairhope	AL	Honda	2005
APS-AF	126.515	Wagner, B	Avon	IN	Honda	2004

250 Cubic Centimeters (Approximately 15.2 Cubic Inches)

P*	104.378	Seim, G.	Salinas	CA	Can-Am	1975
M-C*	131.497	Fair, HB	Lakewood	CO	Yamaha	1978
M-AG	109.217	Dolan, J.	San Diego	CA	Yamaha	1977
M-AF	133.539	Fair, HB	Lakewood	CO	Yamaha	1978
A-AG	133.022	Fair, HB	Lakewood	CO	Yamaha	1978
A-AF	130.898	Fair, HB	Lakewood	CO	Yamaha	1978
MPS-C*	138.410	Vickery, W.	Denver	CO	Yamaha	1972
MPS-AG	144.387	Vickery, S.	Aurora	CO	Yamaha	1978
MPS-AF	141.426	Vickery, W.	Denver	CO	Yamaha	1974
APS-AG	135.442	Fair, HB	Lakewood	CO	Yamaha	1978
APS-AF	130.598	Fair, HB	Lakewood	CO	Yamaha	1978
S-C*	182.273	Vesco, D.	San Diego	CA	Yamaha	1971
S-AG	172.455	Vesco, D.	El Cajon	CA	Yamaha	1972
S-AF	189.529	Vesco, D.	La Mesa	CA	Yamaha	1973
SCS-F	145.226	McLeish, D	Venice	CA	Honda	2004

*Class no longer exists, record can not be broken

350 Cubic Centimeters (Approximately 21.3 Cubic Inches)

P*	110.997	Jensen, C.R.	Littleton	CO	Yamaha	1978
M-C*	140.486	Jensen, C.R.	Littleton	CO	Yamaha	1978
M-AG	138.995	Jensen, C.R.	Littleton	CO	Yamaha	1978
M-AF	136.171	Jensen, C.R.	Littleton	CO	Yamaha	1978
A-VG	60.277	Brophy, R	Santa Ana	CA	Wizzer	2005
A-AG	141.928	Eckhardt, D.	Bellflower	CA	Yamaha	1974
A-AF	139.593	Eriksen, B.	Newfoundland	NJ	Yamaha	1975
MPS-C*	156.013	Eriksen, Brian	W. Milford	NJ	Yamaha	1977
MPS-AG	148.727	Eriksen, B.	Newfoundland	NJ	Yamaha	1976
MPS-AF	148.604	Eriksen, B.	Newfoundland	NJ	Yamaha	1976
APS-AG	159.893	Eriksen, Brian	W. Milford	NJ	Yamaha	1977
APS-AF	151.901	Eriksen, B.	Newfoundland	NJ	Yamaha	1975
S-C*	197.813	Vesco, D.	San Diego	CA	Yamaha	1970
S-AB*	189.500	Hertz, W.	Ludwigshafen	Germany	NSU	1956
S-AG	180.814	Vesco, D.	San Diego	CA	Yamaha	1971
S-AF	202.445	Vesco, D.	La Mesa	CA	Yamaha	1973

500 Cubic Centimeters (Approximately 30.5 Cubic Inches)

P*	118.909	Lehmbert, E.	Lehi	UT	Kawa	1973
P-P	109.858	Cook, B	Coos Bay	OR	Honda	2005
P-PB	122.644	Kott, J	Fallbrook	CA	Honda	2005
M-C*	142.65	Grant, R.	Brisbane	CA	Suzuki	1969
M-AG	139.006	Eriksen, B.H.	W. Milford	NJ	Yamaha	1978
M-AF	145.22	Eriksen, B.H.	W. Milford	NJ	Yamaha	1978
A-AB*	140.073	Zitko, M.	Orange	CA	Honda	1978
A-AG	137.532	Isley, R.	Gresham	OR	Kawa	1971
A-AF	142.602	Gansberger, T	Davis	CA	Honda	1978
M-VG	78.163	Hector, F	Winnipeg	Canada	Indian	2005
MPS-C*	147.153	Grant, R.	Brisbane	CA	Suzuki	1969
MPS-P	120.553	Kedinger, Kevin	West Bend	WI	HD	2004
MPS-AG	167.971	Vesco, D.	La Mesa	CA	Yamaha	1975
MPS-AF	156.376	Eriksen, B.H.	W. Milford	NJ	Yamaha	1978
APS-AB*	154.301	Alexander, S.B.	Anaheim	CA	Honda	1978
APS-AG	157.236	Eriksen, B.H.	W. Milford	NJ	Yamaha	1978
APS-AF	152.366	Eriksen, B.H.	W. Milford	NJ	Yamaha	1978
S-AB*	211.4	Hertz, W.	Ludwigshafen	Germany	NSU	1956
S-AG	195.282	Vesco, D.	El Cajon	CA	Yamaha	1976
S-AF	212.288	Thomas, J.	Fort Worth	TX	Triumph	1958

*Class no longer exists, record can not be broken

650 Cubic Centimeters (Approximately 39.6 Cubic Inches)

P*	115.698	Minonno, J.	Dallas	TX	Triumph	1976
M-C*	147.42	Johnson, B.	Garden Grove	CA	Triumph	1958
M-AG	128.001	Fair, Harry B.	Lakewood	CO	Kawa	1977
M-PG	120.293	Kedinger, K.	West Bend	WI	HD	2004
M-AF	146.266	Harris, D.	Monrovia	CA	Triumph	1966
A-AB*	153.228	Murphy, J.	Azusa	CA	Kawa	1978
A-AG	132.694	Fair, Harry B.	Lakewood	CO	Kawa	1977
A-AF	159.542	Richards, G.	Long Beach	CA	Triumph	1961
MPS-C*	140.541	Stephens, J.	Ferndale	MI	Triumph	1966
MPS-						
AG	171.324	Vesco, D.	La Mesa	CA	Yamaha	1975
MPS-AF	137.773	Dolan, C.	San Diego	CA	Kawa	1978
APS-						
AB*	150.225	Murphy, J.	Azusa	CA	Kawa	1978
APS-AG	152.474	Goveia, E.	San Leandro	CA	Kawa	1977
APS-AF	161.793	Richards, G.	Long Beach	CA	Triumph	1965
S-C*	205.785	Johnson, B.	Garden Grove	CA	Triumph	1962
S-AB*	163.722	Murphy, J.	Azusa	CA	Kawa	1978
S-AF	230.269	Johnson, B.	Garden Grove	CA	Triumph	1962

750 Cubic Centimeters (Approximately 45.7 Cubic Inches)

P*	138.223	Cunningham, J.	Sparks	NV	Honda Moto	1977
P-PP	117.503	Liberatore, T	Talmadge	CA	Guzzi	2004
M-C*	167.977	Vesco, D.	El Cajon	CA	Yam Moto	1974
M-PG	130.282	Liberatore, T	Talmage	CA	Guzzi	2005
M-AG	141.284	Nicosia, T.	Freemont	CA	Kawa	1976
M-AF	160.285	Sliger, D.	South Gate	CA	Enfield	1971
A-AB*	163.194	Leone Sr, W.	Beaumont	TX	Triumph	1974
A-AG	144.481	Lackey Jr, R.	Detroit	MI	Triumph	1969
A-AF	160.173	Durkee, T.	Garden Grove	CA	Triumph	1974
MPS-C*	178.527	Vesco, D.	El Cajon	CA	Yam	1974
MPS-						
AG	191.203	Vickery, W.	Denver	CO	Yam	1975
MPS-AF	178.442	Vesco, D.	El Cajon	CA	Yam	1974
APS-						
AB*	172.038	Leone Sr, W.	Beaumont	TX	Triumph	1974
APS-AG	148.323	Bradley, R.	Dallas	TX	Triumph	1969
APS-AF	169.331	Gough, J.	Westminster	CA	Triumph	1969
S-C*	248.397	Vesco, D.	El Cajon	CA	Yam	1974
S-AB*	163.122	Minonno, J.	Dallas	TX	Triumph	1977
S-AG	251.924	Vesco, D.	San Diego	CA	Yam	1970
S-AF	240.747	Vesco, D.	La Mesa	CA	Yam	1975
SC-VG	46.236	Logue, M	Carmichael	CA	HD	2004
SC-VF	97.505	Kott, F	Fallbrook	CA	HD	2005
SC-VBG	81.567	Kott, F	Fallbrook	CA	HD	2005

*Class no longer exists, record can not be broken

1000 Cubic Centimeters (Approximately 61 Cubic Inches)

P*	141.733	Flanders, B.	La Canada	CA	Kawa	1973
M-C*	155.072	Alexander, D.	Simi Valley	CA	Kawa	1973
M-AG	154.246	Wilson, G.	Dallas	TX	Triumph	1973
M-PG	149.028	Hamel, S.	Hudson	WI	Vincent	2005
M-AF	166.362	Bartlett, J.	Grand Prairie	TX	Triumph	1974
A-AB*	184.507	Hansen, S.J.	Costa Mesa	CA	Kawa	1978
A-PBG	128.16	Zetterquist, K	Chico	CA	HD	2005
A-AG	150.502	Bartlett, J.	Grand Prairie	TX	Triumph	1975
A-VG	112.237	Kott, F	Fallbrook	CA	HD	2004
A-AF	165.48	Strickland, R.	Azusa	CA	BSA	1971
A-VBF	120.707	Kott, F	Fallbrook	CA	HD	2004
MPS-C*	160.838	Alexander, D.	Simi Valley	CA	Kawa	1973
MPS-AG	164.928	Wilson, G.	Dallas	TX	Triumph	1973
MPS-PG	153.91	Hodgson, C	Santa Cruz	CA	BMW	2004
MPS-AF	184.123	Bartlett, J.	Grand Prairie	TX	Triumph	1974
APS-AB*	194.511	Hansen, S.J.	Costa Mesa	CA	Kawa	1978
APS-AG	168.139	Bartlett, J.	Grand Prairie	TX	Triumph	1975
APS-AF	175.437	Wilson, J.	Dallas	TX	Triumph	1975
S-AB*	183.983	Wilson, J.	Dallas	TX	Triumph	1975
S-AF	183.586	Munro, B.	Invercargill	N.Z.	Indian	1967

1350 Cubic Centimeters (Approximately 79.3 Cubic Inches)

P*	150.345	Frank, T.	Austin	TX	Kawa	1978
P-P	184.525	Barnes, A.M	Parker	CO	Suzuki	2005
P-PP	122.319	Thompson Jr, N	Huntington Beach	CA	HD	2004
M-C*	150.984	Elrod, T.	Austin	TX	Kawa	1978
M-AG	165.742	Haider, J.F.	Austin	TX	Kawa	1978
M-PG	146.481	Harding, J	Corning	NY	HD	2004
M-AF	166.014	Wilson, J.	Dallas	TX	Triumph	1975
A-AB*	178.63	Green, S.	Burnaby, BC	Canada	Kawa	1978
A-AG	163.675	Machado, C.	Austin	TX	Kawa	1977
A-VG	114.534	Iverson, D	El Cajon	CA	Indian	2005
A-AF	174.594	Whiteman, T.	Covina	CA	HD	1978
MPS-C*	158.172	Whiteman, T.	Covina	CA	HD	1975
MPS-P	164.48	Parriott, B	Calistoga	CA	BMW	2005
MPS-AG	202.685	Roberts, R	Middleberg	FL	Suzuki	2005
MPS-PG	155.602	Harding, J	Corning	NY	HD	2004
MPS-AF	185.883	Allen, H.	Monrovia	CA	HD	1973
MPS-BG	252.832	Noonan, J	Huntington Beach	CA	Suzuki	2005
APS-AB*	197.572	Hansen, S.J.	Costa Mesa	CA	Kawa	1978
APS-AG	169.888	Haider, J.F.	Austin	TX	Kawa	1978
APS-PG	146.231	Davis, P	Nevada City	CA	HD	2004
APS-AF	182.4	Swim, R.	Phoenix	AZ	HD	1977
S-C*	155.952	Whiteman, T.	Covina	CA	HD	1975
S-AB*	229.361	Holley, M.	S. Juan Capistrano	CA	Kawa	1978
S-AG	248.285	Vesco, D.	El Cajon	CA	Yam	1974
S-AF	252.229	Vesco, D.	El Cajon	CA	Yam	1976

1650 Cubic Centimeters (new class in 2004)

P-PG	126.168	Cook, B	Coos Bay	OR	Kawa	2004
M-VG	126.555	McAvoy,S	Endicott	NY	HD	2005
MPS-PG	187.092	Amo, J	Denver	CO	HD Buell	2005
A-PG	168.102	Bennett, R	Long Beach	CA	HD	2005
APS-PG	186.777	Bennett, E	Long Beach	CA	HD	2005

2000 Cubic Centimeters (Approximately 122 Cubic Inches)

M-AG	163.562	Riley, W.	Skokie	IL	HD	1973
M-AF	199.5	Riley, W.	Skokie	IL	HD	1974
					TP/D	
M-PF	147.873	Davis, P	Nevada City	CA	Spec	2005
A-AB*	172.455	Thomas, R.	San Antonio	TX	HD	1970
A-AG	159.414	Riley, W.	Skokie	IL	HD	1975
A-AF	201.432	Angerer, J.	Arcadia	CA	Triumph	1973
MPS- PBG	134.852	Hall, R	Chico	CA	HD	2005
MPS- AG	173.832	Riley, W.	Skokie	IL	HD	1971
MPS-AF	202.379	Pavne, L.	Cedar Rapids	IA	HD	1970
APS- AB*	176.758	Tomrose, R.	Santa Rosa	CA	HD	1978
APS-AG	169.828	Angerer, J.	Arcadia	CA	Triumph	1973
APS-AF	206.544	Riley, W.	Skokie	IL	HD	1972
S-AB*	232.717	McKibben, J.	Gardena	CA	Honda	1972
S-AG	303.812	Vesco, D.	La Mesa	CA	Yam	1975
S-AF	265.492	Rayborn, C.	Spring Valley	CA	HD	1970

3000 Cubic Centimeters (Approximately 183 Cubic Inches)

P-PP	127.863	Gullett, C	Bozeman	MT	Kawa	2004
A-PP	139.62	Cook, B	Coos Bay	OR	Kawa	2005
A-AG	188.692	Elrod, T.	Austin	TX	Kawa	1976
A-AF	188.006	Elrod, T.	Austin	TX	Kawa	1977
A-PG	163.965	Allen, J	Bizbee	AZ	HD	2005
APS-AG	208.45	Campos, D.	Albuquerque	NM	HD	1974
					TP/D	
APS-PG	137.09	Davis, P	Nevada City	CA	Spec	2004
APS-AF	231.597	Campos, D.	Albuquerque	NM	HD	1974
S-AG	197.047	Elrod, T.	Newark Valley	NY	HD	1974
S-AF	322.870	Campos, D.	Albuquerque	NM	HD	1990
S-BF	318.598	Vesco, D.	El Cajon	CA	Kawa	1978

*Class no longer exists, record can not be broken

Diesel Displacement Classes

750 Cubic Centimeters (Approximately 45.7 Cubic Inches)

M-D	98.874	Hayes, F	Hesperia	CA	HDTUSA	2005
M-DB	104.511	Hayes, F	Hesperia	CA	HDTUSA	2005
MPS-D	101.617	Hayes, F	Hesperia	CA	HDTUSA	2005
MPS-DB	105.147	Hayes, F	Hesperia	CA	HDTUSA	2005

Solar/Electric Weight Classes

300kg (Approximately 661.4 US Pounds)

M-W	20.256	DeSimone, H	Santa Barbara	CA	-	2005
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Unofficial record (not an officially recognized class in 1974)

Experimental						
Electric	165.367	Corbin, M	Sommerville	CT	-	1974

Every effort has been made to ensure that the records listed here are historically accurate. Should there be any omissions or inaccurate information please notify the event promoters and/or the AMA, with supporting documentation and the record listing will be addressed.

Thank you

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