AMA SPORTS SUPPLEMENTAL REGULATIONS

INTERNATIONAL MOTORCYCLE SPEED TRIALS
BY BUB

BONNEVILLE SALT FLATS
SEPTEMBER 3-7, 2006
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.

Denis Manning
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 scutineering 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

3.B. ENGINE CLASSIFICATION

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

3.A. FRAME CLASSIFICATION

P  Production  4
M  Modified  5
MPS Modified Partial Streamlining  6
A  Special Construction  7
APS Special Construction Partial Streamlining  8
S  Streamliner  9
SC Sidecar  10
SCS Sidecar Streamliner  11

3.B. ENGINE CLASSIFICATION

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
VG Vintage: Gasoline  12.I
VBF Vintage, Supercharged: Fuel  12.L
AG Modified: Gasoline  12.M
AF  Modified: Fuel  
BG  Supercharged: Gasoline  
BF  Supercharged: Fuel  
UG  Unlimited: Gasoline  
UF  Unlimited: Fuel  
D   Diesel  
DB  Diesel  
W   Steam, Turbine, Electric

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.

<table>
<thead>
<tr>
<th>Displacement Class</th>
<th>Minimum CC</th>
<th>Maximum CC</th>
</tr>
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<tbody>
<tr>
<td>50</td>
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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.
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 without any assistance, upright or on its 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. SHOULDERS 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 riders 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 form 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. WINDSHEILD/ 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.

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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:

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(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

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<tr>
<th>Class</th>
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| 100 Cubic Centimeters (Approximately 6.1 Cubic Inches) | | | | |
| M-C*    | 94.247 | Nichols, M.    | Oroville  | CA      | Kawa  | 1971 |
| P*      | 74.012 | "Doc"          | Wendover  | NV      | Penton | 1977 |
| M-AG    | 93.137 | Conway, T.     | Oroville  | CA      | Kawa  | 1973 |
| M-AP    | 96.618 | York, P.       | Albuquerque| NM    | Honda  | 1974 |
| A-AB*   | 81.869 | Izard, R.      | San Bernardino| CA | Honda  | 1975 |
| A-AF    | 92.422 | Conway, T.     | Oroville  | CA      | Kawa  | 1975 |
| A-AG    | 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| Eickhardt, 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)

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<td>Mueller, H.</td>
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<td>NSU 1956</td>
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<tr>
<td>S-AG</td>
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175 Cubic Centimeters (Approximately 10.6 Cubic Inches)

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<td>M-AF</td>
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250 Cubic Centimeters (Approximately 15.2 Cubic Inches)

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<td>Fair, HB</td>
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<td>MPS-C*</td>
<td>138.410</td>
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<td>El Cajon CA</td>
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<td>S-AF</td>
<td>189.529</td>
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<td>SCS-F</td>
<td>145.226</td>
<td>McLeish, D.</td>
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*Class no longer exists, record can not be broken
### 350 Cubic Centimeters (Approximately 21.3 Cubic Inches)

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<td>CO</td>
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<td>S-AB*</td>
<td>189.500</td>
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<td>S-AF</td>
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<td>La Mesa</td>
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### 500 Cubic Centimeters (Approximately 30.5 Cubic Inches)

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<td>P*</td>
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<td>Kawa</td>
<td>1973</td>
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<td>P-P</td>
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<td>2005</td>
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<td>P-PB</td>
<td>122.644</td>
<td>Kott, J</td>
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<td>M-C*</td>
<td>142.65</td>
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<td>Anaheim</td>
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<td>Honda</td>
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<td>Thomas, J.</td>
<td>Fort Worth</td>
<td>TX</td>
<td>Triumph</td>
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*Class no longer exists, record can not be broken*
### 650 Cubic Centimeters (Approximately 39.6 Cubic Inches)

<table>
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<td>Johnson, B.</td>
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<td>Fair, Harry B.</td>
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<td>146.266</td>
<td>Harris, D.</td>
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<td>CA</td>
<td>Triumph</td>
<td>1966</td>
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| 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)

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<th>Honda Moto Guzzi</th>
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<td>CA</td>
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<td>1974</td>
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<td>M-PG</td>
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<td>Talmage</td>
<td>CA</td>
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<td>1976</td>
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<td>A-AF</td>
<td>160.173</td>
<td>Durkee, T.</td>
<td>Garden Grove</td>
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<td>Triumph</td>
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<td>MPS-C*</td>
<td>178.527</td>
<td>Vesco, D.</td>
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<td>CA</td>
<td>Yam</td>
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<td>MPS-AG</td>
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<td>Vickery, W.</td>
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<td>APS-AB*</td>
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<td>Leone Sr, W.</td>
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<td>148.323</td>
<td>Bradley, R.</td>
<td>Dallas</td>
<td>TX</td>
<td>Triumph</td>
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<td>Gough, J.</td>
<td>Westminster</td>
<td>CA</td>
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<td>S-C*</td>
<td>248.379</td>
<td>Vesco, D.</td>
<td>El Cajon</td>
<td>CA</td>
<td>Yam</td>
<td>1974</td>
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<td>S-AB*</td>
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<td>Minonno, J.</td>
<td>Dallas</td>
<td>TX</td>
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<tr>
<td>S-AF</td>
<td>230.269</td>
<td>Johnson, B.</td>
<td>Garden Grove</td>
<td>CA</td>
<td>Triumph</td>
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<tr>
<td>SC-AG</td>
<td>46.236</td>
<td>Logue, M</td>
<td>Carmichael</td>
<td>CA</td>
<td>HD</td>
<td>2004</td>
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<tr>
<td>SC-VF</td>
<td>97.505</td>
<td>Kott, F</td>
<td>Fallbrook</td>
<td>CA</td>
<td>HD</td>
<td>2005</td>
</tr>
<tr>
<td>SC-VBG</td>
<td>81.567</td>
<td>Kott, F</td>
<td>Fallbrook</td>
<td>CA</td>
<td>HD</td>
<td>2005</td>
</tr>
</tbody>
</table>

*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-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 153.911 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. Invercargill N.Z. Indian 1967
- 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. 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
- 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. 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. 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)

<table>
<thead>
<tr>
<th>Class</th>
<th>Time</th>
<th>Rider</th>
<th>Location</th>
<th>State</th>
<th>Event</th>
<th>Year</th>
</tr>
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<tbody>
<tr>
<td>P-PG</td>
<td>126.168</td>
<td>Cook, B</td>
<td>Coos Bay</td>
<td>OR</td>
<td>Kawa</td>
<td>2004</td>
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<tr>
<td>M-VG</td>
<td>126.555</td>
<td>McAvoy, S</td>
<td>Endicott</td>
<td>NY</td>
<td>HD</td>
<td>2005</td>
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<tr>
<td>MPS-PG</td>
<td>187.092</td>
<td>Amo, J</td>
<td>Denver</td>
<td>CO</td>
<td>HD Buell</td>
<td>2005</td>
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<tr>
<td>A-PG</td>
<td>168.102</td>
<td>Bennett, R</td>
<td>Long Beach</td>
<td>CA</td>
<td>HD</td>
<td>2005</td>
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<tr>
<td>APS-PG</td>
<td>186.777</td>
<td>Bennett, E</td>
<td>Long Beach</td>
<td>CA</td>
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### 2000 Cubic Centimeters (Approximately 122 Cubic Inches)

<table>
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<th>Location</th>
<th>State</th>
<th>Event</th>
<th>Year</th>
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<tbody>
<tr>
<td>M-AG</td>
<td>163.562</td>
<td>Riley, W.</td>
<td>Skokie</td>
<td>IL</td>
<td>HD</td>
<td>1973</td>
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<tr>
<td>M-AF</td>
<td>199.5</td>
<td>Riley, W.</td>
<td>Skokie</td>
<td>IL</td>
<td>HD</td>
<td>1974</td>
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<td>M-PF</td>
<td>147.873</td>
<td>Davis, P</td>
<td>Nevada City</td>
<td>CA</td>
<td>Spec</td>
<td>2005</td>
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<tr>
<td>A-AB*</td>
<td>172.455</td>
<td>Thomas, R.</td>
<td>San Antonio</td>
<td>TX</td>
<td>HD</td>
<td>1970</td>
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<tr>
<td>A-AG</td>
<td>159.414</td>
<td>Riley, W.</td>
<td>Skokie</td>
<td>IL</td>
<td>HD</td>
<td>1975</td>
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<tr>
<td>A-AF</td>
<td>201.432</td>
<td>Angerer, J.</td>
<td>Arcadia</td>
<td>CA</td>
<td>Triumph</td>
<td>1973</td>
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<tr>
<td>MPS-PBGBG</td>
<td>134.852</td>
<td>Hall, R</td>
<td>Chico</td>
<td>CA</td>
<td>HD</td>
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<tr>
<td>MPS-AG</td>
<td>173.832</td>
<td>Riley, W.</td>
<td>Skokie</td>
<td>IL</td>
<td>HD</td>
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<tr>
<td>APS-AB*</td>
<td>176.758</td>
<td>Tomrose, R.</td>
<td>Santa Rosa</td>
<td>CA</td>
<td>HD</td>
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<td>APS-AG</td>
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<td>Angerer, J.</td>
<td>Arcadia</td>
<td>CA</td>
<td>Triumph</td>
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<td>APS-AF</td>
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<td>Riley, W.</td>
<td>Skokie</td>
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<td>HD</td>
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<td>S-AB*</td>
<td>232.717</td>
<td>McKibben, J.</td>
<td>Gardena</td>
<td>CA</td>
<td>Honda</td>
<td>1972</td>
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<tr>
<td>S-AG</td>
<td>303.812</td>
<td>Vesco, D.</td>
<td>La Mesa</td>
<td>CA</td>
<td>Yam</td>
<td>1975</td>
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<tr>
<td>S-AF</td>
<td>265.492</td>
<td>Rayborn, C.</td>
<td>Spring Valley</td>
<td>CA</td>
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### 3000 Cubic Centimeters (Approximately 183 Cubic Inches)

<table>
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<th>Event</th>
<th>Year</th>
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<tr>
<td>P-PP</td>
<td>127.863</td>
<td>Gullett, C</td>
<td>Bozeman</td>
<td>MT</td>
<td>Kawa</td>
<td>2004</td>
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<tr>
<td>A-PP</td>
<td>139.62</td>
<td>Cook, B</td>
<td>Coos Bay</td>
<td>OR</td>
<td>Kawa</td>
<td>2005</td>
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<tr>
<td>A-AG</td>
<td>188.692</td>
<td>Elrod, T.</td>
<td>Austin</td>
<td>TX</td>
<td>Kawa</td>
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<td>188.006</td>
<td>Elrod, T.</td>
<td>Austin</td>
<td>TX</td>
<td>Kawa</td>
<td>1977</td>
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<td>A-PG</td>
<td>163.965</td>
<td>Allen, J</td>
<td>Bizbee</td>
<td>AZ</td>
<td>HD</td>
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<td>APS-AG</td>
<td>208.45</td>
<td>Campos, D.</td>
<td>Albuquerque</td>
<td>NM</td>
<td>HD</td>
<td>1974</td>
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<td>APS-PG</td>
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<td>Davis, P</td>
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*Class no longer exists, record can not be broken*
Diesel Displacement Classes
750 Cubic Centimeters (Approximately 45.7 Cubic Inches)

<table>
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<tr>
<th>Class</th>
<th>Displacement</th>
<th>Name</th>
<th>Location</th>
<th>Team</th>
<th>Year</th>
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<tr>
<td>M-D</td>
<td>98.874</td>
<td>Hayes, F</td>
<td>Hesperia</td>
<td>CA</td>
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<tr>
<td>M-DB</td>
<td>104.511</td>
<td>Hayes, F</td>
<td>Hesperia</td>
<td>CA</td>
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<tr>
<td>MPS-D</td>
<td>101.617</td>
<td>Hayes, F</td>
<td>Hesperia</td>
<td>CA</td>
<td>2005</td>
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<td>MPS-DB</td>
<td>105.147</td>
<td>Hayes, F</td>
<td>Hesperia</td>
<td>CA</td>
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Solar/Electric Weight Classes
300kg (Approximately 661.4 US Pounds)

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<th>Class</th>
<th>Weight</th>
<th>Name</th>
<th>Location</th>
<th>Team</th>
<th>Year</th>
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<tbody>
<tr>
<td>M-W</td>
<td>20.256</td>
<td>DeSimone, H</td>
<td>Santa Barbara</td>
<td>CA</td>
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Unofficial record (not an officially recognized class in 1974)

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<th>Experimental Electric</th>
<th>Weight</th>
<th>Name</th>
<th>Location</th>
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<th>Year</th>
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<tr>
<td>Electric</td>
<td>165.367</td>
<td>Corbin, M</td>
<td>Sommersville</td>
<td>CT</td>
<td>1974</td>
</tr>
</tbody>
</table>
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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www.AMADirectlink.com

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www.speedtrialsbybub.com