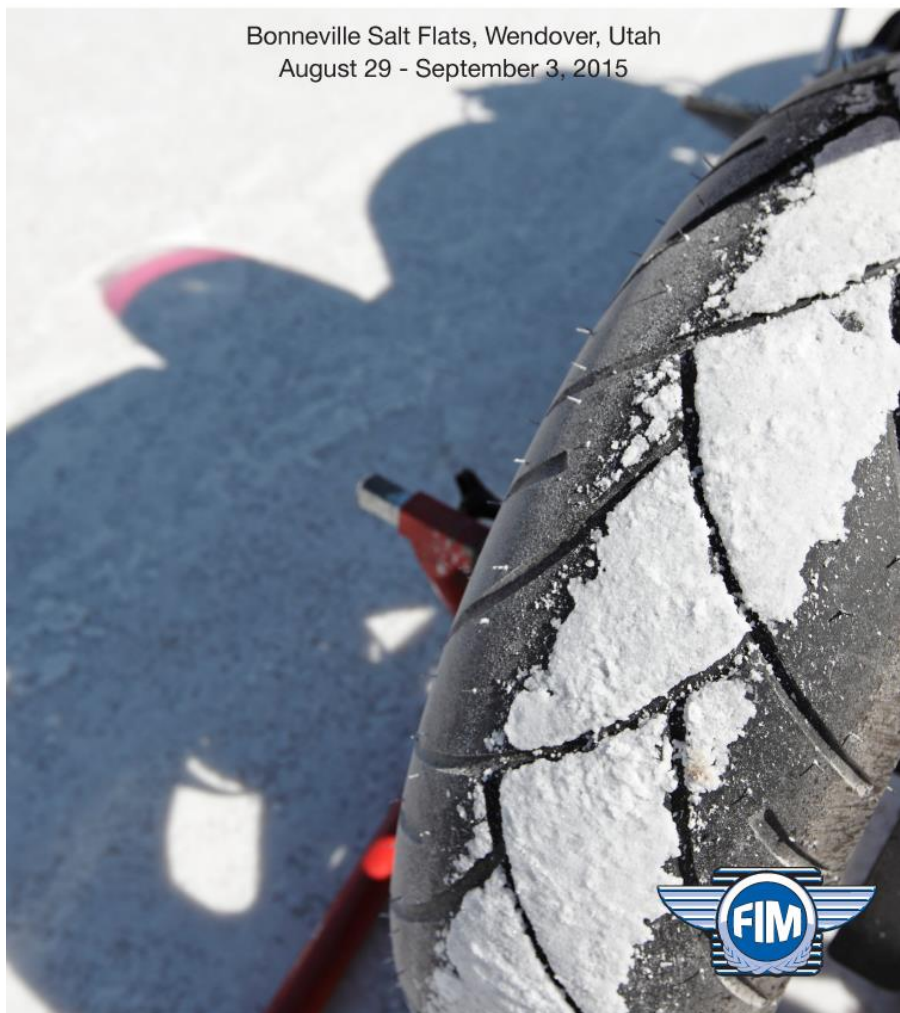




LAND SPEED GRAND CHAMPIONSHIP

SUPPLEMENTAL REGULATIONS

Bonneville Salt Flats, Wendover, Utah
August 29 - September 3, 2015



Acknowledgements

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

Thanks are also extended to all those who contributed their time to this project, including the founder, Denis Manning, staff at the Bonneville Motorcycle Speed Trials and the AMA.

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

Delvene Manning
Event Manager
Bonneville Motorcycle Speed Trials

Ken Saillant
Track Manager
AMA

NOTE:

Rules with major additions and/or changes for 2015 are marked with an * next to the title name.

Some rules may have had some language changes to better clarify the intent of the rule.

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PREFACE

The Rules of Competition is a guide for the conduct of the sport pursuant to uniform rules. Rules directed or related to safety are to make all persons concerned with safety, but the AMA warrants neither safety nor compliance with an enforcement of the rules. In addition, the AMA does not endorse or certify any manufacturers or products. Moreover, each participant in competition has the responsibility to assess the safety aspects of the facilities and conditions, and shall assume the risk of competition.

These Supplemental Regulations are an appendix to the appropriate AMA rules governing all activities under their sanction. The appropriate Fédération Internationale de Motocyclisme (FIM) regulations govern all entrants seeking to establish FIM world records.

The AMA rules will apply to any disciplinary action, protest or appeal related to all AMA participants.

Responsibility for compliance with all competition provisions rests with each participant. Each will have the obligation to learn and understand all appropriate rules and regulations. By participating in meets governed by these rules, you are agreeing to comply with all rules stated within this document.

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

Participants are solely responsible for their safety and should assess their own ability to negotiate the racecourse. 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, shall not participate and should request the return of their entry fee before competitive activity begins.

The promoters and their assigned officials are empowered to interpret and as necessary to enact, minor adjustments to any of these supplemental regulations. Any such adjustments are subject to compliance with the governing rules of the AMA.

These Supplementary Regulations, subject to change without notice, shall uniformly apply to all participants. Should any changes occur they will supersede all previous rules. Subject to the protest and appeal provisions of the AMA rules, all decisions made by the promoters and assigned officials are final.

A completed event registration form is mandatory for all entrants.

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

NOTE

The concept of word usage and intended meaning adhered to in preparing this supplemental document is as follows:

- *“Shall” has been used only when application of a procedure/process is mandatory.*
- *“Should” has been used only when application of a procedure/process is recommended.*
- *“May” and “need not” have been used only when application of a procedure/process is optional.*
- *“Will” has been used only to indicate a future requirement, never to indicate any degree of requirement for application of a procedure/process.*

CHAPTER 1

COMPETITION PROCEDURES

1. A. CLASSIFICATION

The participant is responsible for the entry of the motorcycle into its correct class.

All motorcycles shall be entered in the lowest fundamental class in which they are legal. (i.e. you shall NOT enter ‘A’ if you are legal in ‘M’). The promoters and/or scrutineer(s) **will not** re-classify any motorcycle that was entered in the incorrect class. Any motorcycle entered into the meet incorrectly must be re-entered at registration and may be subject to a fee for the change.

Should an entered motorcycle fail to meet the class requirements, but the motorcycle meets the *Minimum Standard Equipment* requirements (Chapter 2), a time-only runs may be taken. Failure to meet the Minimum Standard Equipment requires a change to ‘Run Watcha Brung’ (RWB) entry (RWB rules apply). Time-only passes will not be eligible for records or to receive awards. A participant cannot change the name, number or classification after the motorcycle has been officially entered and scrutinized, and left the starting line.

1. B. ADDITIONAL CLASS*

An additional class is defined as a motorcycle change including, but not limited to: engine displacement change, change from gas to fuel, or a body change (open to partially streamlined). An additional class shall retain the same rider as the original entry, requires an *Additional Class Form*, appropriate fees submitted to registration, a new motorcycle number, and re-inspection. No participant shall enter an additional class on the final day of racing (pre-entered check-in excluded). A change in both class and rider is considered a full new entry.

1. C. ADDITIONAL RIDER

An additional rider is where the same motorcycle and class has a 2nd rider. The additional rider shall comply with all entry requirements. The additional rider shall also have his/her riding apparel inspected in scrutineering, requires an *Additional Rider Form*, appropriate fees submitted to registration and a new

motorcycle number. A change in both class and rider is considered a full new entry.

1. D. SCRUTINEERING (TECHNICAL INSPECTION)

Regardless of class, all motorcycles/streamliners and riders shall successfully pass scrutineering. **Any change to body, streamlining, chassis or power plant shall be re-scrutinized prior to any qualifying participation.** Any speed times recorded with such change prior to being re-scrutinized will be forfeited. A minimum of two scrutineers must scrutinize all motorcycles/streamliners that enter in a class where a record(s) exists 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 shall present their motorcycle/streamliner in a ready to race condition. Riders shall present their helmet and protective outerwear at the initial scrutineering. Scrutineering shall inspect removable panels, shrouds, saddlebags, and personal electronic devices (such as cameras, recorders, GPS's etc). Additional weight/ballast must be declared and subject to additional scrutineering. All motorcycles, helmets and personal electronics shall display official scrutinized decals/tags prior to being permitted on the racecourse. Riders may be required to demonstrate ability to reach all controls when in ready race condition. In Streamliner classes, it is required that all riders of that motorcycle demonstrate seat belt and limb restraints.

The meet officials, starter(s) shall 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 barred from competition must be re-scrutinized prior to competing. Scrutineering will occur only at area(s) designated by the event organizers. All participants' motorcycles may be re-scrutinized at any time throughout the meet for any reason.

The resolution of any disparity between the stated year, make and model of the motorcycle and the actual year, make and model falls on the participant and must be resolved prior to any competition.

Promoters will provide measuring devices required for scrutineering.

Scrutineering is to help assure the smooth and fair conduct of the meet, but the event organizers, AMA and event officials neither warrant safety because a motorcycle/streamliner was scrutineered nor compliance with and enforcement of the rules and regulations.

1. E. STARTER

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

With respect to machines attempting AMA record runs, the authority of the AMA official(s) supersedes that of the starters(s).

1. F. COURSES*

Multiple courses may be available

Basic-Course- The “standard course(s)” may consist of 3-mile total run (a one mile approach, one mile timed, and one mile shut down).

Intermediate Course(s)--The “intermediate course(s)” may consist of a 5-mile total run (two-mile approach, one mile timed, and two-mile shut down).

Long Course--The “long course” may consist of up to an 8-mile total run (up to 3.5-mile approach, one mile timed and up to 3.5 mile shut down).

Streamliner Course—On request and entry, any streamliner participant may discuss with the promoters their desired course length (to be extended from the long course, subject to conditions).

The event promoters have total discretion as to the number of courses, their locations, 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 shall be flying start.

All motorcycles shall begin their runs at the designated ‘Start’ mile/return and shall be the maximum permitted lead up to the timed area. Where a short course overlays a long course, the

‘Start’ or the short course shall be designated a mile/location for its start point.

Specialized vehicles (such as streamliners, electric etc.) may be authorized to begin at an alternative starting location to accommodate course conditions. Permission shall only be granted by the AMA steward.

All competitors that have passed scrutineering are eligible for the Basic course. To compete on the intermediate course, the entrant must be capable of exceeding 100mph. Should that capability be in question; the entrant must complete a run on the standard course in excess of 100mph and present their timing ticket at registration to receive their intermediate course sticker.

To compete on the long course, all motorcycles shall run on the intermediate course in excess of 175 mph and present their timing ticket at registration to receive their long course sticker. Motorcycle and Rider that have a recorded pass over 100mph or 175 mph at a previous Speed Trials meet should receive their applicable course sticker & wristband in registration and are exempt from qualifying each year (same rider & motorcycle combination required). Streamliners are exempt from pre-qualification on the standard or intermediate course. All courses are open to any class. Participants will not have to re-qualify for their applicable course if a change in class has taken place as long as the same motorcycle has exceeded 125mph or 175 mph. Motorcycles running on the long course that have not met the qualification requirements may be subject to disciplinary action.

1. G. QUALIFYING

The promoters, scrutineer(s), starter(s), and AMA stewards have the final discretion to prohibit any motorcycle participant 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 maximum number of qualifying runs.

When attempting to break an existing record, on the completion of the first of the two record runs, the motorcycle will be qualified for a record return pass if the speed is at or above the existing record for that class.

Classes with no established record are available. A participant will automatically qualify for a record return pass at the completion of their first successful down pass.

All riders must report to the designated impound official for clearance to make a return pass. Motorcycles shall be re-scrutinized before permitted a return run. The record run shall have the same rider on the first (down) and second (return) record run to be official, and must remain in impound between all record runs (See paragraph 1.H.).

1. H. RECORD ATTEMPTS

All record runs shall be over the same course and within the same calendar day. Record attempts shall be the calculated fastest average speed; over two consecutive runs in opposite directions. If a record attempt (the two way average) does not exceed the existing record, the vehicle must return to the pre-staging line to re-qualify. Any participant/ owner that removes the motorcycle from the impound area will forfeit that attempt and must re-qualify for that class record.

Within the impound period and prior to any back-up record attempt no change of parts (with the exception of spark plugs, wheels and tires, and fluids, batteries) is permitted. The new parts must be identical. Data acquisition, fuel/air ratio, and jetting changes are permitted. If required, add fuel/gas¹. Engine changes and mechanical modifications cannot be performed during impound period. The participant/owner will be notified by officiating staff of the back-up record attempt time when in impound.

Turn out, engine power failure, or interruption, after the motorcycle has left the starting line will result in termination of that record run.

(¹ from a sealed container in the presence of an official)

1. I. RECORD PROCEDURES

Any motorcycle/ streamliner whose two way average exceeds the class record after the second (return) run shall report at the end of the record run to the impound official to complete the record certification procedures.

Scrutineering shall seal the motor should the rider wish to make more attempts after making a record run. If damage to the engine occurs after sealing that renders the engine immeasurable it voids the previous record attempts. The decision to seal and continue is at the sole discretion of the participant.

All seals must remain intact, and shall only be broken by official scrutineering staff during impound. Participants are solely responsible for making the motorcycle accessible for measurement

and scrutinizing. Scrutinizing of engine is required. Do not remove cylinder heads until directed by a scrutineer. In the event that tools are required for disassembly, the participants are required to provide them. All engine components shall be available for inspection. Disqualification from the record attempt will result if engine displacement exceeds stated class limit. All runs in gasoline classes are subject to gasoline testing, at any place or time. There shall be random gasoline testing for class compliance.

1. J. RECORD RECOGNITION*

The promoters shall acknowledge class records with entries into an official record listing and certificate of the achieved record mailed to the rider after the certification of the records from the AMA. All records are subject to AMA certification, and may only be announced as such until final certification. Falsification of any record documentation shall be subject to disciplinary actions under AMA rules, which may include fines, disqualification and exclusion from future meets.

1. K. IMPOUNDING OF PARTS OR MOTORCYCLES

The participant agrees to surrender on demand any part or motorcycle that is used in the meet 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, and/or AMA stewards.

1. L. MEET PARTICIPATION

All participants shall provide state issued photo ID (minors under 16 years exempt in the presence of parent/ guardian)

A completed and signed medical information form shall accompany all entry forms. A complete entry form shall be submitted and processed before scrutineering and runs.

A rider's meeting shall be mandatory for all riders. Riders are responsible for attending the meeting and being aware of all information provided. The meeting will be held each racing day, prior to the course(s) opening. Attendance may be taken. Non-attendance may result in a fine or disciplinary action.

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

The minimum age for a rider is 12 years. A rider must be 14 years or older to ride motorcycles above 250cc. The age of the rider is determined as of the date of the meet. **All minors shall complete the minor release form, signed by BOTH parents/guardians with their medical and entry forms.** No rider under the legal age of majority may compete without the written consent (signature on the liability release and entry forms) of his/her parents or legal guardians present at the meet. An authorized adult acting on behalf of the parent or legal guardian shall provide a notarized statement indicating they have the authority by the parent or legal guardian to be responsible for the minor during the meet.

1. M. PERSONAL CONDUCT*

Each participant is responsible for the actions of his/her family and pit crew and associated media personnel. At all times the participant 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. Anyone who exhibits characteristics of intoxication shall not be allowed to participate in the meet and shall be asked to leave the meet areas. Any vehicle being operated in a reckless manner may result in disciplinary actions including disqualification. Recklessness in the pit area or return roads is subject to a fine and/or disqualification. Any unauthorized entry of a course will result in disciplinary action.

No vehicles can be on the racecourse unless assisting a competition motorcycle/streamliner to enter or exit the course. If assisting a motorcycle/streamliner, vehicles are restricted to the support roads only and not on the track, with the exception of authorized emergency vehicles. All motorcycle/streamliner pit facilities must have a minimum of one fire extinguisher. Provided it does not interfere with the promoters' communication systems crews and riders may communicate via radios.

Observation of all posted signs and designated surface markings is required at all times. The supervision of minors is required at all times.

1. N. DESTRUCTION OF SALT SURFACE

Any participant that intentionally causes damage to the track or has the potential to damage the course shall be disqualified from competition. In the case of unintentional causes of damage 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 shall cover the salt surface in the pit area in circumference of three feet from under any part of the competition motorcycle.

1. O. 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 may stop all racecourse activity. It is at the total discretion of the course controller and/or AMA steward to assess the racecourse condition. The event promoters, sponsors and officials shall not be responsible for delays, postponements, or cancellations due to weather or course conditions or acts of God for any reason. In the event of a weather delay in excess of 1 hour (per day), course hours of operation may be extended beyond the advertised times at the discretion of the promoters and officials provided light and equipment facilities are available.

1. P. COMPLAINT AND PROTEST PROCEDURE

A participant must lodge protests in writing within 30 minutes of the posting of results to the meet officials. The promoters will make every effort to respond in a timely manner to any such objections. However, all formal protests shall be accompanied by the appropriate fee and meet all other requirements of the pertinent AMA rule, located in the current AMA rulebook (available on the AMA's website or for viewing in the registration trailer onsite). Handling of any such protests will be in accordance with AMA rules.

1. Q. 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 forms are also available online at www.bonnevillespeedtrials.com. All rule changes are subject to approval by the AMA.

CHAPTER 2

MINIMUM STANDARD EQUIPMENT

NOTE

The AMA, 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. Participants' machines can have equipment installed, replaced, altered or fabricated, if the rules permit it. However, it is the riders' responsibility to select components, materials and/or fabrication methods so that the machines components shall perform in competition with safety.

2. A. CHAIN GUARD

A chain guard is mandatory on all exposed chains. See also 4.B, 5.C. or 7.B for P, M/MPS and A/APS class motorcycles.

2. B. ENGINE DISPLACEMENT

Class displacement is based on actual/physical displacement.

Displacement is calculated using bore and stroke using the following equation:

$$0.7854 \times \text{Bore}^2 \times \text{Stroke} \div 1000 = \text{Cylinder Displacement}$$

(Note: $0.7854 = \pi \div 4$)

2. C. EXHAUST DIRECTION

Exhaust direction must be away from the racing surface, rider and rear tire.

2. D. FOOT PEGS/ RESTS/SIDE STANDS

One pair of footrests per motorcycle is required and shall be operable (streamliners excluded). Remove all additional foot pegs/rests. Secure side and center stands in the UP position with "Zip Ties" or Safety wire, prior to making a run.

2. E. FUEL SHUTOFF AND ENGINE KILL SWITCH

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

Gasoline class motorcycles shall have a fuel shut-off located within easy reach of the rider. Fuel class motorcycles shall have a positive fuel shut-off activated without the riders hand leaving the handlebars. In gas and fuel classes, a lanyard must connect the ignition shut-off switch to the rider. Aero/quip or equipment fire sleeve shall be securely fastened using metallic clamping devices over all gas/fuel lines and connectors. No plastic gas/fuel petcocks, connectors or filters are permitted.

2. F. FUELS

Acceptable fuels include alcohol, methanol, ethanol, nitrous oxide, nitro-methane, hydrogen, diesel and any gasoline not purchased from the meet approved gasoline vendor. Violation of this fuels section is grounds for disqualification.

2. G. GASOLINE

A meet approved vendor provides gasoline for purchase. The vendor will seal the tank after filling. If you chose not to purchase gasoline from the meet approved vendor, you will be required to run in the fuel class. Refueling shall take place in the designated area and tank re-sealed by an event official. Refueling shall only take place under the supervision of an event official.

Not allowed is the addition of power additives/altering agents. Allowed is the addition of engine lubrication to gasoline. When done, it must be in the presence of the event gasoline vendor or a scrutineer. The vendor will seal the tank after filling. Violation of this section will result in disqualification.

If Nitrous Oxide bottles are installed, you must run in fuel class. To be permitted to run in gas class, bottles, lines and solenoids shall be removed. Injectors shall be removed or capped.

2. H. HAND/ FOOT CONTROLS

Hand controls (clutch and brake) shall have a minimum ½-inch ball on the end. Flattening of the ball end is acceptable, however all edges must be rounded. All control ends shall be an integral part of the lever.

Foot operated controls must pivot independently. Foot throttle shall have toe clip with return throttle. Riders in the riding position must have 10-inches between thumbs. All handlebars shall extend outside the fork tubes at a minimum of 6-inch (streamliners excluded). Upon request, riders must be able to demonstrate their ability to navigate with the current controls.

Steering stops shall limit the rider's hands from touching the fairing or tank at full right or left turns. A hydraulic dampener cannot act as a fork stop.

2. I. HEADLAMP ASSEMBLY

Tape headlamps completely with non-transparent tape to hold broken glass

2. J. NITROUS OXIDE

Nitrous Oxide bottles and lines are part of the fuel system and shall be governed by all fuel system rules. Nitrous Oxide bottles shall be securely mounted, hose clamps alone shall not be sufficient. Systems shall be visibly identified as Nitrous Oxide and the location of the system clearly identified.

Nitrous oxide applications must comply with crash protected shut-off valve requirement. Pay special attention to heat proofing the Nitrous oxide bottle.

All nitrous oxide bottles, lines and solenoids shall be removed when competing in the gas class. Injectors may be removed or capped.

2. K. NUMBER/CLASS IDENTIFICATION*

Motorcycle number and class identification on both sides of the motorcycle are required for each participant. Numbers shall be reserved with organizer. The number class shall be displayed within a Reasonably flat, smooth, vertical surface with a minimum dimension of 7.5 in high and 10.5 in wide, with a maximum of 8.5in by 11in. Motorcycle numbers must be a minimum of 3 in high and 1 in wide. Class designation shall be a min of 1in high. Numbers/letters shall not be shaded or outlined. The surface may be on the motorcycle, or number plates may be used. Where used, number plates shall have 1in radius corners, be securely mounted, meet the dimensions and be located ahead of a vertical line through the rear axle. Numbers shall be in full view and not blocked by the

rider when in the riding position. A change in rider/class requires a change of numbers/class identification on the motorcycle. At all times the number/class ID must match the rider, class and motorcycle as registered.

2. L. REAR VIEW MIRROR

To prevent spreading broken glass, remove or completely tape rear view mirrors. Completely tape mirrors incorporated into the fairing. Transparent tape not permitted.

2. M. SEAT HEIGHT

Permitted in the Production class is stock seat height. Seat height on any other motorcycle, with rider seated, shall not exceed 36” from seat at the highest point to the ground.

2. N. RIDING ATTIRE

The following rules are mandatory for all participants. Streamliner riders refer to 9.E for specific requirements in closed cockpit motorcycles. The participant/owner shall rely on their own judgment in the selection of any helmet (See Chapter 2, paragraph 2.N (III)) and/or apparel (See Chapter 2, paragraphs 2.N (I) and (II)) for durability and safety. It is the sole responsibility of the rider to select a helmet and apparel that will provide appropriate protection. Riders shall rely on their own judgment in the selection of any helmet and apparel for durability and safety.

2. N. (I) BOOTS

Leather boots of significant construction are required. They shall be at least 8-inches high with lace, zipper, and/or buckle, or specially designed and constructed for leg and foot protection.

2. N. (II) GLOVES*

Gloves of 100% leather exterior that cover the entire hand and fingers and have a minimum 3-inch gauntlet cuff with wrist enclosure are mandatory. Additional safety features such as knuckle, palm and/or finger protection with other engineered materials are acceptable

2. N. (III) HELMET

It is mandatory for all participants taking part in practice and races to wear a full face protective helmet. The helmet must be properly fastened, be of a good fit, and be in good condition. The helmet must have a chin strap type 'retention system'.

The helmet must conform to one of the following recognized standards and have a label affixed certifying its approval:

USA:	Snell M2010 or DOT FMVSS 218
Europe:	Regulation ECE 22-05 P'
UK:	BSI 6658 Type A
Japan:	JIS T 8133:2007
Any of the FIM SFI approved certifications.	
Streamliner competitors must use a Snell SA or SFI 31.1A, 31.2A or 31.1/2010, rated helmet (see 9.E)	

All helmets must be intact and no alteration must have been made to their construction. The rider may perform the following checks before taking part in practice or the race: That the helmet fits well on the rider's head, that it is not possible to slip the retention system over the chin when fully fastened and, that it is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.

All riders must utilize a shatterproof face shield. Participants with corrective eyewear shall have approved shatterproof glass if worn with helmet.

It is recommended that all helmets used in competition be equipped with a commercially manufactured emergency helmet removal device and that all competitors display the following information on the base of the helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card and add any pertinent information such as epilepsy, diabetes, current medication and past medical problems.

Scrutinizing of a helmet will occur after any accident that involves impact. In addition, the helmet may be impounded.

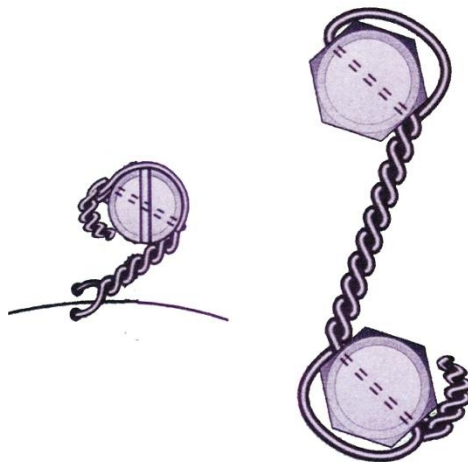
2. N. (IV) LEATHERS

Suits made of synthetic material are not permissible. The use of stretchable Kevlar and perforated materials in non-critical areas are permissible. Leather suits shall be one-piece design or joined by a full circumference zipper at the waist. Leathers cannot be too big or loose. Critical area (knees, elbows, forearms, shoulders) armor or 2-layers of leather is highly recommended. Due to invisible flames, riders' of motorcycles burning fuels of Methanol content are recommended to wear Nomex underclothing or something of similar nature.

2. O. SAFETY WIRING*

Secure transmission oil, engine, primary and oil tank drain and fill plugs, radiator caps, coolant drains, with safety wire. Secure axle nuts, and pinch bolts with either safety wire or a castle nut and cotter key combination. Use of locking compound is not permissible.

Samples of safety wiring illustrated below.



2. P. STEERING DAMPER

A steering damper shall not act as fork stops and are required in all classes.

2. Q. THROTTLE

Throttle shall be self-closing.

2. R. TOW START

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

2. S. TIRES

The rider has the sole responsibility of ensuring tires are rated for the appropriate speed and for inspecting the condition of tires before and after each run.

As a result of the rapid evolution of technology and the increased speed that it brings, it is recommended that when choosing tires for the meet, the rider choose a set that is rated for speeds higher than the class record. Due to the changing technology of tires it is also recommended that if the rider has any questions he/she should contact the tire manufacturer to ensure that they are using a tire that meets the speed requirement needed.

2. T. VALVE CAPS AND STEMS

All motorcycles and streamliners tires shall have metal valve caps and stems.

2. U. WHEELS

The participant is responsible for wheel alignment, balance and tire run-out. The front wheel shall not have wheel discs. Except for streamliners, where bodywork encloses the wheel, the front wheel must have cross-ventilation at a minimum of 25% of total wheel surface. Permitted are rear wheels without cross-ventilation. Not allowed are spinner style wheels or any wheel design that incorporates movable pieces while vehicle is in motion. Wheels must be as designed and produced by the manufacturer with no weight reducing methods employed by the participant. I.e., grinding or shaving.

2. V. RIDER CONTROL

All riders must demonstrate the ability to access all vehicle controls (foot and hand). They shall also demonstrate their ability to move the motorcycle to be able to clear the course without assistance (streamliners excluded).

CHAPTER 3

CLASS DESIGNATION

Motorcycle classes are as follows:

- Displacement Class
- Frame Class
- Engine Class

Example: a production motorcycle with a production-supercharged engine of 1350cc would list as: 1350-P-PB. Not all Frame & Engine class combinations are permitted. Example: Production Engine classes cannot run in M, MPS, A, APS, or S frame class.

3. A. ENGINE DISPLACEMENT CLASSIFICATION

All displacement measurements are in cubic centimeters. When cubic centimeters exceed the maximum for the class, motorcycles/streamliners will be in the next higher classification. Displacement class shall be the lowest class in which the displacement is legal (i.e., a 645cc motorcycle cannot enter the 750cc class). Rotary/Wankle engines must have manufacturer documentation to certify displacement.

Displacement Class	Maximum CC
50	50
100	100
125	125
175	175
250	250
350	350
500	500

Displacement Class	Maximum CC
650	650
750	750
1000	1000
1350	1350
1650	1650
2000	2000
3000	3000

NOTE

Diesel and Electric Classes do not follow the engine displacement classification. See Chapter 12, paragraphs 12. V-W (diesel) and 12.X. (electric) for displacement classifications.

3. B. FRAME CLASSIFICATION	CHAPTER
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. C. ENGINE CLASSIFICATION	CHAPTER/SECTION
P Production	12.A
PP Production Pushrod	12.B
PV Production Vintage	12.C
PC Production Classic	12.D
PB Production Supercharged	12.E
PG Pushrod (Gasoline)	12.F
PF Pushrod (Fuel)	12.G
PBG Pushrod Supercharged (Gasoline)	12.H
PBF Pushrod Supercharged (Fuel)	12.I
VG Vintage (Gasoline)	12.J
VF Vintage (Fuel)	12.K
VBG Vintage Supercharged (Gasoline)	12.L
VBF Vintage Supercharged (Fuel)	12.M
CG Classic (Gasoline)	12.N
CF Classic (Fuel)	12.O
CBG Classic Supercharged (Gasoline)	12.P
CBF Classic Supercharged (Fuel)	12.Q
AG Modified (Gasoline)	12.R
AF Modified (Fuel)	12.S
BG Supercharged (Gasoline)	12.T
BF Supercharged (Fuel)	12.U
D Diesel	12.V
DB Diesel Supercharged	12.W
W Electric & Solar	12.X

CHAPTER 4

PRODUCTION (P) CLASS*

A “production motorcycle class” is as “produced by a recognized manufacturer”, and the public must be able to purchase a minimum of 500 frames through retail dealers. Production class motorcycles shall not be modified from Original Equipment at time of manufacture. e.g., frame, forks, gas and oil tanks, seat, front and rear lighting, fenders, wheels, brakes, air intake box and (unmodified) exhaust system. They shall also contain the engine that they were originally produced with. Driveline method/type must remain stock (i.e. belt drive must remain belt drive).

All production class motorcycles shall have manufacturer documentation specific to that entry. Production class records are subject to review and will only be certified after comparison with the manufacturer’s documentation to support the production design of the motorcycle at the time of scrutineering.

The following modifications will be acceptable:

4. A. ACCEPTABLE REMOVALS & ADJUSTMENTS

Acceptable removals are the license plate frame and bracket, air cleaner element, and toolbox. Jetting & Fuel/Air ratio changes are permitted. Driveline gear ratio changes are permitted

4. B. CHAIN GUARD

A chain guard is mandatory on all exposed chains.

4. C. FOOT PEGS

Foot pegs must be original equipment. Remove rear foot pegs.

4. D. HANDLEBARS

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

4. E. LIGHTING AND INSTRUMENTS

Headlamps, turn signal lenses, and tail lamp lenses shall be completely taped. If desired, remove non-integrated lamps and signals. See Chapter 2, paragraph 2.I.

4. F. WHEEL AND TIRE

If necessary to meet tire speed recommendations, use optional wheels. See Chapter 2, paragraphs 2.S and 2.U.

4. G. SIDE AND CENTER STANDS

Prior to making run, secure side and center stands in the UP position with “Zip Ties” or Safety wire.

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

Motorcycles originally factory equipped with a fairing and windshield, seat and side covers shall participate with original equipment. The fairings and windshield shall remain in original appearance (height, width and contour).

CHAPTER 5

MODIFIED PRODUCTION (M) CLASS

This class is designed to advance the efficiency of production motorcycles attempting records and increase their strength and stability. Construction of the modified motorcycle shall retain the original (O.E.M.) frame and not be purpose built. Modified class may include factory produced off road, limited production and road racing motorcycles with less than 500 in production available to the public. This class does **not** include factory produced road racing or any other specialized racing models unless available to the public.

Acceptable alterations include

- Modifications of steering head angle, but must remain in original location.
- Removal or modification of miscellaneous brackets, braces, mounts, etc.
- Swing-arm length, design, type, manufacturer and attachment method.

Maximum total wheelbase shall not exceed factory O.E.M. dimensions by more than +10%. Measurement will be taken at the most rearward axle setting. It shall be the participant's responsibility to provide proper documentation listing specifications.

The Main Frame engine/transmission mounts and tubes must remain unmodified. The main frame is defined as the connection from the steering neck to the engine mounts and swing arm pivots.

The engine and frame must be from the same manufacturer.

The lowest part of seat and handlebar grips shall not exceed an imaginary line drawn between the tops of the rims.

Modified frame class may be subject to special scrutineering of structure welds.

It shall be the participant's responsibility to provide proper documentation listing all O.E.M. specifications for any modifications at the time of scrutineering.

Bikes that meet the requirements for the Modified Class by definition shall not also run in the 'A' Special Construction class during the same meet.

5. A. AXLES AND WHEELS

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

5. B. BRAKES

The rider shall be able to actuate the required rear brakes 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

A Chain/Belt guard is mandatory for primary drive and rear drive sprockets and/or pulleys. This guard must be of suitable steel or alloy material and measure no less than ¼ inch wider than the chain/belt. This guard must also extend over the rearward edge/apex of the rear sprocket.

5. D. EXHAUST AND MUFFLERS

Length of exhaust/ muffler assembly shall not extend past the rear edge of the rear tire. It must be sufficiently anchored.

5. E. FOOT PEGS

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

5. F. FENDERS

Front fenders are required.

The front and rear fenders may be O.E.M. or replaced by a generic and must meet the following.

- Front fenders shall provide a continuous 210 deg visibility of wheel & tire and not be lower than a horizontal line through the axle. The perimeter of the fender shall not be more than 1.750

inches from the tire tread, and shall not flair over the fork tubes by more than 2 inches overall.

- Rear fenders shall not extend below the horizontal line of the rear axle. An elongated seat may act as rear fender. Rear fender/seat section shall not extend beyond the rear edge of the rear tire, and shall not be lower than the top rim of the rear wheel.

5. G. FRONT FORKS

Center hub steering is not allowed, unless OEM.

5. H. GASOLINE TANK

Allowed is an aftermarket tank, if mounted in the original tank's position and its fuel capacity holds a minimum of 1.32 gallons.

5. I. MULTIPLE ENGINES

Motorcycle engine cannot exceed 3000cc. Not allowed in the modified class, is the use of multiple engines. The engine and frame must be from the same manufacturer.

5. J. OPEN CLASS

Open class motorcycles do not permit streamlining. Streamlining is anything that has the perceptible purpose of directing or controlling the airflow around the motorcycle and/or rider, thus reducing drag. The primary seat area of the motorcycle must be covered at all times.

The riders seat/tail section shall not extend past the most rearward edge of the rear tire and shall not be higher than 5 inches above the lowest section of the top of the seat cushion or seat base if no cushion is used, nor shall it be wider than the rider as viewed from the rear. The rear wheel (excluding the tire) must remain visible at all times as viewed from the side.

If the seat/tail section does not meet the above standards, the Chief Technical Steward will determine its legality by observing the motorcycle and rider in a race position to determine if the seat/tail section is an aerodynamic aid.

CHAPTER 6

MODIFIED PRODUCTION- PARTIAL STREAMLINING (MPS) CLASS

In addition to rules for the “Modified” class, (See Chapter 5, paragraphs 5.A. – 5.I.) the following rules apply to “Modified Partial Streamlining Class”.

Permitted are the O.E.M. and/or generic replacement fairing and bodywork and tail section. Mount all parts in their original positions and, if necessary, utilize additional mounting points.

The O.E.M. fairing, bodywork and tail section for the specific production model that exceeds 6.A and/or 6.B will be permitted. As long as all mounting parts and fitment are original positions. Manufacturer’s documentation to verify O.E.M. fairing, bodywork and tail section must be provided by participant.

6. A. PARTIAL STREAMLINING

A minimum of 180 continuous degrees shall be showing, with no blockage by streamlining, of the front and rear tire and wheel. There must be no streamlining forward of the leading edge of the front tire exceeding 2-inches.

Streamlining is limited to seat/tail section and windshield/fairing.

With the rider in the racing position, the rider must be able to be seen (hands and fore-arms excluded) entirely from either side and above. Windshields are the only acceptable use of transparent material.

6. B. SEAT/ TAIL SECTION

Seat/tail section streamlining shall meet the following criteria. Streamlining shall not extend beyond the rear edge of the rear tire. No streamlining behind the rear axle is permitted to be lower than the top rim of the rear wheel.

CHAPTER 7

SPECIAL CONSTRUCTION (A) CLASS

This class is for purpose built race motorcycles. Special construction class is unlimited in design with the following noted exceptions.

The seat area (farthest to rear) shall not be above and/or behind a line drawn vertically upwards through the rear axle. It must be rear wheel drive only.

The use of an O.E.M. frame in the Special construction class must have a minimum of two of the following.

- 2 engines with a combined displacement not to exceed 3000cc.
- Seat base is lower than an imaginary line drawn between the tops of the rims.
- Engine and Frame are from different manufacturers.
- Altered steering head angle.
- Altered Main Frame engine/transmission mounts and tubes. The main frame is defined as the connection from the steering neck to the engine mounts and swing arm pivots.
- Non O.E.M. fuel tank not using the O.E.M. mounting points.
- Center hub steering.
- Wheelbase exceeding factory O.E.M. dimensions by more than +10%. Measurement will be taken at the most forward axle setting. It shall be the participant's responsibility to provide proper documentation listing specifications.

It shall be the participant's responsibility to provide proper documentation listing all O.E.M. specifications for any modifications at the time of scrutineering.

Entrants in this class may be asked to provide test certifications on components and stress examination as required. The 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) shall 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. CHAIN/BELT GUARD

A Chain/Belt guard is mandatory for primary drive and rear drive sprockets and/or pulleys. This guard must be of suitable steel or alloy material and measure no less than ¼ inch wider than the chain/belt. This guard must also extend over the rearward edge/apex of the rear sprocket.

7. C. ENGINE

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

7. D. EXHAUST AND MUFFLERS*

The length of an exhaust/ muffler assembly shall not extend past the rear edge of the rear tire. It must be sufficiently anchored.

7. E. FENDERS

Fenders are not required.

The front and rear fenders may be O.E.M. or replaced by a generic and must meet the following.

- Front fenders shall provide a continuous 210 deg visibility of wheel & tire and not be lower than a horizontal line through the axle. The perimeter of the fender shall not be more than 1.750 inches from the tire tread, and shall not flair over the fork tubes by more than 2 inches overall.
- Rear fenders shall not extend below the horizontal line of the rear axle. An elongated seat may act as rear fender. Rear fender/seat section shall not extend beyond the rear edge of the rear tire, and shall not be lower than the top rim of the rear wheel.

7. F. FOOT PEGS

Mandatory equipment, location of foot pegs is discretionary.

7. G. FUEL TANK

Fuel tanks shall be securely mounted, with attention to craftsmanship. Location of fuel tank is discretionary.

7. H. OPEN CLASS

Open class motorcycles do not permit streamlining. Streamlining is anything that has the perceptible purpose of directing or controlling the airflow around the motorcycle and/or rider, thus reducing drag. The primary seat area of the motorcycle must be covered at all times.

The riders seat/tail section shall not extend past the most rearward edge of the rear tire and shall not be higher than 5 inches above the lowest section of the top of the seat cushion or seat base if no cushion is used, nor shall it be wider than the rider as viewed from the rear. The rear wheel (excluding the tire) must remain visible at all times as viewed from the side.

If the seat/tail section does not meet the above standards, the Chief Technical Steward will determine its legality by observing the motorcycle and rider in a race position to determine if the seat/tail section is an aerodynamic aid..

CHAPTER 8

SPECIAL CONSTRUCTION PARTIAL STREAMLINING (APS) CLASS

NOTE

In addition to rules for the “Special Construction” classes (See Chapter 7, paragraphs 7.A. – 7.G.) the following rules apply to “Special Construction Partial Streamlining Class”.

8. A. PARTIAL STREAMLINING

A minimum of 180 continuous degrees shall be showing of the front wheel. It shall not be blocked by streamlining. There must be no streamlining forward of the leading edge of the front tire exceeding 2-inches.

With the rider in the racing position, the rider must be able to be seen (hands and fore-arms excluded) entirely from either side and above. Windshields are the only acceptable use of transparent material.

8. B. SEAT/ TAIL SECTION

Seat/tail section streamlining shall meet the following criteria. Streamlining shall not extend beyond the rear edge of the rear tire more than 10-inches. It shall not be closer than 4-inches from the ground without motorcycle on stands and with rider seated in racing position.

8. C. EXHAUST AND MUFFLERS

All exhaust and mufflers must exit outward of all bodywork.

CHAPTER 9

STREAMLINER (S) CLASS

Streamliners are defined as a two-wheeled motorcycle with an unlimited wheelbase that shall leave a single track. All streamliners shall be capable of being leaned a minimum of 20 degrees from their vertical position without touching the ground. The rider shall be restrained inside a structure capable of completely containing and protecting the riders' entire body during loss of control events. Pay careful attention to restraints, which maintain the rider's normal seating position during a high-energy loss of control event. Due to the specialized nature of these machines, all participants are encouraged to address questions to the AMA and the promoters about guidelines prior to entry.

Builders of any frame other than those constructed of steel shall submit frame structure information to the promoters that document the durability of the structure. When requested, provide test certifications on components and stress examination as required.

9. A. BATTERIES

All wet-cell batteries shall be mounted outside the rider compartment. Batteries mounted in the rider compartment shall be inside of an acid spill proof sealed box. Metal framework, substantially mounted will secure batteries mounted in alternate areas. Battery hold down devices shall not include tie straps or bungee style cords. Two well-marked and identified battery disconnect switches; inside the cockpit and outside on the rear or top of the streamliner are mandatory.

9. B. BRAKES/ WHEELS

Rear brakes required. Wheel and tire size are unlimited.

9. C. CANOPY AND WINDSHIELD

The canopy assembly shall be removable from the inside and the outside without the use of any tools. The outside of the machine must have clear markings with specific instruction for removal. The rider shall be able to exit the machine, upright or on its side, without assistance. Use only shatterproof plastic with 120- degrees of direct horizontal vision from the rider's position forward to

construct the canopy windshield. The canopy shall be clear of any obstructions. In addition, do not attach it to the steering mechanism or any other control mechanisms.

9. D. CLASS AND NUMBER DISPLAY

Each streamliner shall have numbers/letters in a minimum area of 10"x12" displayed on both sides. Use a contrasting color to that of the body color and display the number and class designation. (See Chapter 2, paragraph 2.K.)

9. E. DRIVER SUIT & HELMET

An approved rider's suit is mandatory. A minimum suit meets the SFI 3-2A/15 or higher rating. Accessories (boots, gloves, etc.) shall be a minimum SFI 3.3/5 rating, however it is recommended that the rating for the suit, gloves and boots are rated the same minimum (15 or higher).

Helmets for streamliners shall be of the SA construction with NOMEX interior liner and include a Nomex skirt that shall be tucked inside the suit collar for neck protection. This skirt can be integrally woven to the helmet or externally attached around the lower edge of the shell.

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 shall be clearly marked on the exterior.

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

9. H. FIREWALL AND TANK REQUIREMENTS

The engine and fuel compartments shall be sealed off from the rider with a minimum of one firewall in a manner to prevent exploding parts, heat, and liquids from entering the rider compartment. When considering these liquid tight firewall requirements remember that these streamliners often come to rest tipped on their sides. The minimum firewall thickness shall be .060" steel. Aluminum firewalls are not recommended, however if in place, they shall be a minimum of .125-inch thickness. Fire resistant matting is recommended for all firewalls. The engine and fuel compartments shall have sufficient drainage. Wiring, linkage and controls shall be sealed through the 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 shall not enter the rider compartment. Water or water wetter agents will be the only engine coolant allowed.

9.1. FIRE EXTINGUISHING

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

Extinguishing agents shall be approved and certified for use in confined spaces. The most recent approved extinguisher technology is recommended.

All nozzles, lines, and valves shall be securely mounted, and free flowing. Hose lines should be repeatedly checked for wear or corrosion. Hose clamps are not acceptable for mounting of extinguisher bottle.

Installation of extinguisher shall be to the manufacturer's specifications for the specific size and shape of the riders' compartment. All extinguishing equipment shall have an inspection or full tag not more than twelve months old.

Identified below are the minimum fire extinguisher requirements for streamliners.

0-150 MPH – 5lbs minimum for rider area

151MPH and above – 10lbs. The extinguisher areas covered shall be divided between the rider and engine compartments with a minimum of 5lbs for rider and 5lbs for engine compartment. Two separate systems are recommended.

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

9. J. FUEL SHUTOFF

Streamliners shall have a positive fuel shutoff that shall be activated from the 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 separate high speed and low speed parachute.

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

Riders shall be able to activate the parachute without their hands leaving the steering mechanism. All parachutes shall be mounted to a cross frame member. Size, mounting of parachute and tether lines shall be installed according to parachute manufacturers' specifications. Heat/fire protection of all attachment points and first six feet of riser line is required.

9. L. ROLL CAGE

It is required that streamliners have a minimum of two roll bars, one forward of the riders' head and one behind the riders' head. The protective cage shall extend past the riders' feet and shall protect the rider from all sides and directions. Roll bars shall have a minimum outside diameter of 1 ¼-inch, a .090" nominal wall thickness, steel cap, .090" thick covering the upper 140-degrees, riders head and braced on each side to mainframe. Gussets are required at the junction of the roll cage and chassis tubes. The rider, with helmet on, shall not have more than 2-inches of head movement within the roll bar. Foam padding, which has a minimum 1/4-inch compression and meets SFI 45.1 or *Federation Internationale de l'Automobile* (FIA) specification shall be

installed around the head hoop or head area, as well as all head hoop supports in the roll cage assembly.

Seats are an integral part of the rider restraint and protection within the roll cage. Seats shall be welded or securely bolted to the chassis and be constructed of .060 steel or .120 aluminum. Seat backs shall be supported by chassis members or equivalent strength structure. All non-metal seats shall maintain rider seating position and restraint belt tension during a loss of control event.

The riders' leg area shall be inside the chassis and the cage structure on the top, sides, and bottom. If there is removable cross member above the rider's legs it shall be constructed of the material similar in strength to the tube requirement. Hinge and securing hardware shall be a minimum of 3/8-inch diameter grade eight fasteners at four points minimum. Any other roll cage design shall be tested for strength and have a finite element study to prove its strength by a qualified expert or a person holding qualifications of a recognized institute (Engineering Firm, etc).

9. M. STEERING

All steering including links, rods, and cables shall move unbound through the body and firewall and be free without excessive play. The steering assembly shall be rigid mounted to the frame.

Long steering rods must be able to collapse and have secondary stops. All steering components shall have grade 5 or better bolts. Welds on steering components may be subject to X-ray certification.

Quick disconnects for handlebars are permitted.

9. N. RIDER RESTRAINT AND SYSTEMS

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

Shoulder and seat belts shall be attached to the protective cage tubing. Bolt in restraint belts shall use belt manufacturer supplied or similar hardware. Mounting plates welded to the chassis shall be a minimum .125-inch thickness with a minimum 1-inch radius material in the load path outside the bolt circumference. Belts shall be attached to the tubing in line with the direction of pull as close to the rider as is practicable. Shoulder belts passing over tubing and remotely attached to a different distant chassis member will not be allowed. **Aluminum hardware as a component of any**

belt system is not permitted. Latch type belt release systems shall be resistant to and protected from arm restraints releasing the latch. Arm restraints are mandatory with anchor points to the harness assembly secured to the frame. Rider released leg restraints are compulsory for any streamliner that does not have a welded or bolted structure over the leg area. Rider releasable leg restraints are recommended in all cockpits. Net type leg restraints are acceptable as long as the net will allow the rider to exit the streamliner without assistance.

Do not expose belt and harness mounting hardware on the outer plane of the chassis.

All streamliners require a 7-point harness to hold the rider.

A SFI 38.1 type helmet restraint system is strongly recommended for over 200mph closed cockpit motorcycles.

9. O. STREAMLINER COMPARTMENT (COCKPIT)

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

All riders shall demonstrate exiting ability from the riders' compartment within 30 seconds without assistance.

9. P. TRIAL RUNS

At the discretion of the meet officials, all streamliners and/or new riders of streamliners may be required to make a series of trial runs to exhibit stability during incremental speeds. All trial runs shall be conducted with parachute fully operational and all body panels in place.

9. Q. SKIDS

Streamliners that use skids shall have a positive up-locking and positive down-locking feature. Turn up the front edge of the skids to avoid digging into the salt surface. In addition, as soon as the vehicle becomes stable the rider must be able to raise the skids easily. It is recommended that skid up and down indicators are installed in the cockpit.

CHAPTER 10

SIDECARS (SC) CLASS

Sidecars are two-wheel motorcycles with a third wheel attached to a sidecar that leaves two separate and distinct tracks with the front wheel track being covered by the rear driven wheel track. The chassis and suspension may 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 the right or left of the rider with mounting brackets, universal or rigid bar fittings for rigidity, application and sufficient depth of engagement. Any and all attaching hardware for the sidecar to the motorcycle must be safety wired and be visible. 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.

10. A. ENGINE POSITION

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

10. B. FRONT/ REAR WHEEL SIZE

Rear wheel drive only. Front and rear wheel size is restricted to 10-inch minimum and sidecar minimum of 5-inch diameter.

10. C. PASSENGER PLATFORM

The sidecar platform shall be large enough to allow a passenger to ride in the sidecar. The minimum dimensions of the passenger's space on the platform are 32-inches long by 12-inches wide.

If carrying a passenger:

A shield shall cover the sidecar wheel and tire on the inside of the passenger platform. There shall be a handhold mounted for the passenger. The sidecar mounting hardware and/or rigid bars shall not be used as designated handholds. Passenger shall ride in the kneeling or prone position.

In lieu of a passenger, mount a minimum ballast or weight of 60kg (approx. 132lbs) and secure it in the sidecar. The ballast shall not serve any functional purpose other than weight.

10. D. RIDER LOCATION

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

10. E. STEERING

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

10. F. TRACK AND WHEELBASE

Track is measured from the center of the rear wheel tire to the center of the sidecar wheel tire and shall be more than 32- inches. Overall wheelbase of the motorcycle as measured between the centerline of the front and rear axles cannot be less than 50-inches or more than 110-inches.

10. G. WINDSHIELD/ FAIRINGS

The riders' upper torso, in the racing position shall 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 11

SIDECAR STREAMLINER (SCS) CLASS

11. A. SIDECAR STREAMLINER

Originality of construction is encouraged. An unlimited wheelbase is permitted. This class shall meet the criteria specified in Chapter 9 with the exclusion of “skids”. Sidecar Passenger platform minimums (section 10.C.) in this section are required.

Passengers are not permitted in this class.

11. B. TEST RUNNING

All sidecar streamliners in this class may be required to make a series of trial runs to exhibit stability during incremental speeds. Sidecar ballast or wheel alignment adjustment may be compulsory.

CHAPTER 12

ENGINE BY CLASSIFICATION

All classes are to use motorcycle engines. A motorcycle engine is defined as any motor that was specifically designed for use in a motorcycle.

12. A. PRODUCTION (P)

Use the same engines (gasoline only) originally installed in the specific motorcycle frame at the time of production and ensure it meets the definition set in the 'P' frame class (See Chapter 4). Original equipment (OEM) shall include cylinders, cases (crankcases), heads, and carburation or throttle body (stock venturi size), kick-starter or electric starter. Displacement determines the class. OEM displacement specifications must remain stock.

GASOLINE ONLY. Fuel not permitted in this class. See Chapter 2, paragraph 2.F.

P engine class shall not run in M, MPS, A, APS or S frame classes

12. B. PRODUCTION, PUSHROD (PP)

The camshaft shall be located below the cylinder to head deck, and have push rods that open valves with the use of individual lifters. Paragraph 12.A above is also applicable.

12. C. PRODUCTION, VINTAGE (PV)

Same as 12.A but with a production date prior to 1956. Allowable overbore in this class is + .050- inches over OEM standard bore to remain in displacement class.

12. D. PRODUCTION, CLASSIC (PC)*

Same as 12.A but with a production date prior to 1981[#]. Allowable overbore in this class is + .050- inches over OEM standard bore to remain in displacement class.

[#]In 2015 the classic class will cap at 1981 and no further yearly progression will occur.

12. E. PRODUCTION, SUPERCHARGED (PB)

12.A. also applicable. If installed at time of manufacture, a turbocharger or supercharger will be allowed. You cannot use aftermarket equipment.

12. F. PUSH ROD: GASOLINE (PG)

The camshaft shall be located below the cylinder to head deck, and have push rods that open valves with the use of individual lifters and must have the same number of valves in the cylinder head as produced by the original manufacturer.

GASOLINE ONLY. See Chapter 2, paragraph 2.G.

12. G. PUSH ROD: FUEL (PF)

The camshaft must be located below the cylinder to head deck, and have push rods that open valves with the use of individual lifters and shall have same number of valves in the cylinder head as produced by the original manufacturer.

NO FUEL RESTRICTIONS. See Chapter 2, paragraph 2.F.

12. H. PUSH ROD, SUPERCHARGED GASOLINE (PBG)

The camshaft shall be located below the cylinder to head deck, and have push rods that open valves with the use of individual lifters. A mechanically driven supercharger and/or exhaust driven turbocharger is mandatory. Use of water injection is acceptable. The water container shall be sealed by Scrutineering personnel.

GASOLINE ONLY. See Chapter 2, paragraph 2.G.

12. I. PUSH ROD, SUPERCHARGED FUEL (PBF)

The camshaft shall be located below the cylinder to head deck, and have push rods that open valves with the use of individual lifters. A mechanically driven supercharger and/or exhaust driven turbocharger is mandatory.

NO FUEL RESTRICTIONS. See Chapter 2, paragraph 2.F.

12. J. VINTAGE GASOLINE (VG)

The engines production date shall be prior to 1956. Flathead, OHV, and two-stroke engines shall retain the O.E.M. heads, cylinders, and crankcases originally installed at time of factory production. Above components produced after 1955 and exact reproductions may be legal in vintage class if they offer no

competitive advantage. Documentation may be required to prove authenticity of vintage design. Allowable overbore in this class is + .050- inches over OEM standard bore to remain in displacement class. Further increased displacement beyond the class limit shall place the motorcycle in the correct class.

GASOLINE ONLY. See Chapter 2, paragraph 2.G.

12. K. VINTAGE FUEL (VF)

The engines production date shall be prior to 1956. Flathead, OHV, and two-stroke engines shall retain the O.E.M. heads, cylinders, and crankcases originally installed at time of factory production. Above components produced after 1955 and exact reproductions may be legal in vintage class if they offer no competitive advantage. Documentation may be required to prove authenticity of vintage design.

Allowable overbore in this class is + .050- inches over OEM standard bore to remain in displacement class. Further increased displacement beyond the class limit shall place the motorcycle in the correct class.

NO FUEL RESTRICTIONS. See Chapter 2, paragraph 2.F.

12. L. VINTAGE, SUPERCHARGED GASOLINE (VBG)

The engines production date shall be prior to 1956. Flathead, OHV, and two-stroke engines shall retain the O.E.M. heads, cylinders, and crankcases originally installed at time of factory production. Above components produced after 1955 and exact reproductions may be legal in vintage class if they offer no competitive advantage. Documentation may be required to prove authenticity of vintage design. A mechanically driven supercharger and/ or exhaust driven turbocharger is mandatory. Use of water injection is acceptable. The water container shall be sealed by Scrutineering personnel. Allowable overbore in this class is + .050- inches over OEM standard bore to remain in displacement class. Further increased displacement beyond the class limit shall place the motorcycle in the correct class.

GASOLINE ONLY. See Chapter 2, paragraph 2.G.

12. M. VINTAGE, SUPERCHARGED FUEL (VBF)

The engines production date shall be prior to 1956. Flathead, OHV, and two-stroke engines shall retain the O.E.M. heads, cylinders, and crankcases originally installed at time of factory production. Above components produced after 1955 and exact reproductions may be legal in vintage class if they offer no competitive advantage. Documentation may be required to prove authenticity of vintage design. A mechanically driven supercharger and/ or exhaust driven turbocharger is mandatory. Allowable overbore in this class is + .050- inches over OEM standard bore to remain in displacement class. Further increased displacement beyond the class limit shall place the motorcycle in the correct class.

NO FUEL RESTRICTIONS. See Chapter 2, paragraph 2.F.

12. N. CLASSIC GASOLINE (CG)*

The engines production date shall be prior to 1981[#]. All engines shall retain the O.E.M. heads, cylinders, and crankcases originally installed at time of factory production. Above components produced after 1979 and exact reproductions may be legal in Classic class if they offer no competitive advantage. Documentation may be required to prove authenticity of classic design. Allowable overbore in this class is + .050- inches over OEM standard bore to remain in displacement class. Further increased displacement beyond the class limit shall place the motorcycle in the correct class.

GASOLINE ONLY. See Chapter 2, paragraph 2.G.

[#]In 2015 the classic class will cap at 1981 and no further yearly progression will occur.

12. O. CLASSIC FUEL (CF)*

The engines production date shall be prior to 1981[#]. All engines shall retain the O.E.M. heads, cylinders, and crankcases originally installed at time of factory production. Above components produced after 1979 and exact reproductions may be legal in Classic class if they offer no competitive advantage. Documentation may be required to prove authenticity of vintage design.

Allowable overbore in this class is + .050- inches over OEM standard bore to remain in displacement class. Further increased

displacement beyond the class limit shall place the motorcycle in the correct class.

NO FUEL RESTRICTIONS. See Chapter 2, paragraph 2.F.

[#]In 2015 the classic class will cap at 1981 and no further yearly progression will occur.

12. P. CLASSIC, SUPERCHARGED GASOLINE (CBG)*

The engines production date shall be prior to 1981[#]. All engines shall retain the O.E.M. heads, cylinders, and crankcases originally installed at time of factory production. Above components produced after 1979 and exact reproductions may be legal in Classic class if they offer no competitive advantage. Documentation may be required to prove authenticity of vintage design.

A mechanically driven supercharger and/ or exhaust driven turbocharger is mandatory. Use of water injection is acceptable. The water container shall be sealed by Scrutineering personnel. Allowable overbore in this class is + .050- inches over OEM standard bore to remain in displacement class. Further increased displacement beyond the class limit shall place the motorcycle in the correct class.

GASOLINE ONLY. See Chapter 2, paragraph 2.G.

[#]In 2015 the classic class will cap at 1981 and no further yearly progression will occur.

12. Q. CLASSIC, SUPERCHARGED FUEL (CBF)

The engines production date shall be prior to 1981[#]. All engines shall retain the O.E.M. heads, cylinders, and crankcases originally installed at time of factory production. Above components produced after 1979 and exact reproductions may be legal in Classic class if they offer no competitive advantage. Documentation may be required to prove authenticity of vintage design. A mechanically driven supercharger and/ or exhaust driven turbocharger is mandatory. Allowable overbore in this class is + .050- inches over OEM standard bore to remain in displacement class. Further increased displacement beyond the class limit shall place the motorcycle in the correct class.

NO FUEL RESTRICTIONS. See Chapter 2, paragraph 2.F.

In 2015 the classic class will cap at 1981 and no further yearly progression will occur.

12. R. MODIFIED GASOLINE (AG)

Unlimited design. You cannot use Superchargers and Turbochargers. Construction shall include a majority of motorcycle engine parts. However, you can use fuel injection.

GASOLINE ONLY. See Chapter 2, paragraph 2.G.

12. S. MODIFIED FUEL (AF)

Unlimited design. You cannot use Superchargers and Turbochargers. Construction shall include a majority of motorcycle engine parts. However, you can use fuel injection.

NO FUEL RESTRICTIONS. See Chapter 2, paragraph 2.F.

12. T. SUPERCHARGED GASOLINE (BG)

A mechanically driven supercharger and/ or exhaust driven turbocharger is mandatory. Unlimited design. Construction shall include a majority of motorcycle engine parts. Fuel injection is allowed. Use of water injection is acceptable. Scrutineering personnel must seal the water container.

GASOLINE ONLY. See Chapter 2, paragraph 2.G.

12. U. SUPERCHARGED FUEL (BF)

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

NO FUEL RESTRICTIONS. See Chapter 2, paragraph 2.F.

12. V. DIESEL (D) DIESEL FUEL ONLY

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

Displacement Class	Maximum CC
750	750
1500	1500
3000	3000

12. W. DIESEL, SUPERCHARGED (DB)

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

Engine displacement is based on the table shown in paragraph 12.S.

12. X. SOLAR/ELECTRIC (W)

Weight determines this engine class:

NOTE: Pound weight converted from Kilogram weight to match the FIM regulations for this class.

Weight Class	Maximum weight
150kg (330.7lb)	150kg
300kg (661.4lb)	300kg
Unlimited	-

12. X (I) BATTERIES

Secure batteries in with the metal framework. Do not use tie straps and bungee style cords to secure batteries.

12. X (II) MOTOR CONTROLLER SHUT OFF

The motor controller shall have a means of deactivation attached to the rider with a lanyard.

12. Y. OTHER PROPULSION (X)

Each case will determine the rules that will govern these classes. Meet promoters reserve the right to refuse entry for participants in this class.

CHAPTER 13

NATIONAL RECORDS

Note: *Classes not included in this record listing are considered available records. Not all frame/engine classes are possible.*

***Classification no longer available. Record cannot be broken.*

<i>Class</i>	<i>Speed</i>	<i>Rider</i>	<i>Make</i>	<i>Year</i>
50 Cubic Centimeters (Approximately 3 Cubic Inches)				
P-P	60.649	Alexander, G	Aprilia	2009
P-PP	50.612	Cooke, K	Honda	2013
P-AG	60.561	Alexander, G	Aprilia	2009
M-AG	70.314	Walsh, T.	Honda	1974
M-AF	74.752	Wagner, B	Cobra	2005
M-BF	9.905	Porterfield, L	Honda	2011
MPS-AG	81.986	Ahrens, Jim	Kreidler	1977
MPS-AF	82.004	Wallingford, J	Aprillia	2013
A-AG	72.558	Packard, D	Suzuki	1969
A-AF	80.949	Packard, D	Suzuki	1973
APS-AG	102.703	Schneider, M	Honda	2011
APS-AF	98.284	Toersen, A	Green Tulip Kreidler	2014
S-AG	121.439	Noyes, E	Buddenbaum	2006
S-AF	144.921	Buddenbaum, J	Buddenbaum	2008
SCS-AF	80.427	McLeish, D	Van Butler	2005
100 Cubic Centimeters (Approximately 6.1 Cubic Inches)				
P-P	66.749	Alter, H	Honda	2012
P-PP	52.772	Williams, R	Honda	2009
P-AF	48.765	Conway, B	Bridgestone	2014
M-P**	66.157	Alter, H	Honda	2011
M-AG	93.137	Conway, T	Kawasaki	1973
M-AF	96.618	York, P	Honda	1974
M-VG	42.337	Moore, J	James Comet	2011
MPS-AG	93.186	Conway, T	Kawasaki	1974
MPS-AF	102.748	Bowns, B	Honda	1976
A-AG	92.422	Conway, T	Kawasaki	1975
A-AF	91.666	Eckhardt, D	Suzuki	1973
APS-AG	101.907	Schneider, M	Honda	2010
APS-AF	104.395	Bowns, Bryan	Honda	1977
S-AG	142.864	Hunter, E	Swedetech/Costella	2008
S-AF	155.11	Buddenbaum, J	Buddenbaum	2009

125 Cubic Centimeters (Approximately 7.6 Cubic Inches)

P-P	92.45	Woods, BMF	Yamaha	2013
P-PP	54.681	Conway, B	Parilla	2009
P-BG	78.122	Woods, BMF	Yamaha	2013
P-BF	85.915	Woods, BMF	Yamaha	2013
M-AG	115.383	Meola, G	Honda	2008
M-AF	117.221	Meola, G	Honda	2008
M-VF	46.613	Brown, A	BSA	2014
M-VG	45.737	Brown, A	BSA	2014
MPS-BF	86.3	Woods, BMF	Yamaha	2013
MPS-AG	126.305	Zaloom, D	Honda	2007
MPS-AF	128.955	Zaloom, D	Honda	2008
MPS-VF	46.802	Brown, A	BSA	2014
A-AG	125.75	Kolb, S	Honda	2008
A-AF	124.828	Kolb, S	Honda	2008
APS-AG	149.907	Kolb, S	Kolb	2013
APS-AF	146.72	Kolb, S	Kolb	2010
S-AG	133.165	Grenestedt, J	Grenestedt	2009
S-AF	186.649	Noyes, E	Buddenbaum	2009

175 Cubic Centimeters (Approximately 10.6 Cubic Inches)

P-P	77.878	Wurdeman, M	Kawasaki	2011
P-PP	55.541	Conway, W	Mondial	2009
P-AF	73.941	Wurdeman, M	Kawasaki	2014
P-AG	64.790	Billig, J	Genuine	2014
M-VG	73.083	Wathne, J	Moto Parilla	2013
M-AG	106.023	Ebersole, Dale	Yamaha	1977
M-AF	110.004	Wagner, B	Honda	2009
M-BG	65.89	Pavlak, R	Honda	2010
MPS-P**	76.454	Wurdeman, M	Kawasaki	2011
MPS-VG	71.732	Wathne, J	Moto Parilla	2013
MPS-AG	113.032	Wagner, B	Honda	2005
MPS-AF	104.564	Kushdilian, P	Bridge	1971
MPS-UG**	97.479	Kastan, I	Honda	2009
A-AG	106.944	Brigham IV, H	Can-Am	1976
A-AF	106.315	Brigham IV, H	Can-Am	1976
APS-AG	120.098	Wagner, B	Honda	2005
APS-AF	126.515	Wagner, B	Honda	2004
APS-BF	58.6665	Manning, C	Honda	2012

250 Cubic Centimeters (Approximately 15.2 Cubic Inches)

P-P	98.959	Smith, C	Kawasaki	2008
P-PV	77.963	Berneck, R	BMW	2012
M-P**	101.633	Simmermon	Kawasaki	2011
M-PG	82.541	Weinhold, D	Triumph	2011
M-VF	75.504	May, D	BMW	2012
M-AG	139.369	Wagner, B	Honda	2006
M-AF	141.677	Wagner, B	Honda	2007
MPS-P**	106.949	Smith, G	Kawasaki	2010
MPS-PG	88.748	Weinhold, D	Triumph	2013
MPS-PF	68.442	Rivas, C	Buell	2013
MPS-AG	144.387	Vickery, S	Yamaha	1978
MPS-AF	163.618	Edwards, A	Aprillia	2006
MPS-VF	79.728	Chawla, C	Buell	2012
A-AG	139.949	Bertelsen	Honda	2013
A-AF	141.698	Wagner, B	Honda	2008
APS-PG	93.825	Riggs, D	Harley-Davidson	2009
APS-PF	79.144	Bennett, M	Triumph	2010
APS-AG	152.175	Wagner, B	Honda	2006

250ccContinued

APS-AF	145.816	Bertelsen	Honda	2013
S-AG	172.455	Vesco, D	Yamaha	1972
S-AF	189.529	Vesco, D	Yamaha	1973
SCS-F	145.226	McLeish, D	Honda	2004

350 Cubic Centimeters (Approximately 21.3 Cubic Inches)

P-P	129.579	Kenneally, S	Yamaha	2013
P-AG	91.342	Vetter, S	Yamaha	2013
P-AF	83.649	Vetter, S	Yamaha	2013
P-CF	91.584	Vetter, S	Yamaha	2014
P-PC	80.102	Ilminen, G	Honda	2014
M-P**	82.519	Cripps, S	Honda	2011
M-PG	96.011	Wathne, J	Morini	2012
M-PF	97.961	Wathne, J	Morini	2012
M-AG	138.995	Jensen, C.R.	Yamaha	1978
M-AF	136.171	Jensen, C.R.	Yamaha	1978
M-CG	62.173	Billig, J	Honda	2014
MPS-PG	90.913	Wathne, J	Morini	2012
MPS-PF	93.206	Wathne, J	Morini	2012
MPS-AG	148.727	Eriksen, B	Yamaha	1976
MPS-AF	156.661	Edwards, A	Yamaha	2006
MPS-BF	129.394	Gagne, G	Yamaha	2013
MPS-CG	98.607	Smith, G	Kawasaki	2014
A-PG	97.452	Berneck, R	Moto Morini	2013
A-PF	96.898	Berneck, R	Moto Morini	2013
A-VG	60.277	Brophy, R	Wizzer	2005
A-AG	141.928	Eckhardt, D	Yamaha	1974
A-AF	139.593	Eriksen, B	Yamaha	1975
A-BG	107.533	Omer, J	Honda	2009
A-BF	96.32	Omer, J	Honda	2007
A-CG	56.067	Stice Jr, G	Kawasaki	2014
APS-PG	98.319	Wathne, J	Moto Morini	2013
APS-PF	96.86	Berneck, R	Moto Morini	2013
APS-AG	159.893	Eriksen, B	Yamaha	1977
APS-AF	151.901	Eriksen, B	Yamaha	1975
S-AG	189.622	Gullet, C	Costella	2007
S-AF	202.445	Vesco, D	Yamaha	1973
SC-AG	116.097	Frazeur, D	Yamaha	2008

500 Cubic Centimeters (Approximately 30.5 Cubic Inches)

P-P	125.031	Smith, G	Kawasaki	2012
P-PP	101.046	Hultstrand, M	Honda	2011
P-PV	103.785	Meadows, T	BSA	2010
P-PB	122.644	Kott, J	Honda	2005
P-PF	100.096	Hultstrand, M	Honda	2013
P-PBG	126.747	Claridge, M	Honda	2007
P-UG**	87.229	Cole, M	Suzuki	2009
P-AF	92.427	Gatewood, C	Harley-Davidson	2014
M-P**	123.411	Wolbrink, M	Kawasaki	2008
M-PG	114.584	Dunn, L	Buell	2010
M-PF	104.052	Hultstrand, M	Honda	2013
M-VG	109.622	Szoldrak, J	Royal Enfeild	2008
M-VF	86.842	Jessup, G	Triumph	2007
M-CG	88.359	Steen, P	Honda	2012
M-AG	140.723	Atkinson, M	Yamaha	2013
M-AF	145.22	Eriksen, B.H.	Yamaha	1978
M-BG	88.937	Damm, A	Kawasaki	2012
MPS-P**	131.431	Kilkenny, K	Kawasaki	2008
MPS-PG	116.874	Dunn, L	Buell	2009
MPS-PF	118.992	Rivas, C	Buell	2014

500ccContinued

MPS-AG	167.971	Vesco, D	Yamaha	1975
MPS-AF	156.376	Eriksen, B.H.	Yamaha	1978
MPS-BG	99.298	Bjorklund, C	Yamaha	2013
MPS-PBG	134.448	Bartholomew, D	Honda	2009
MPS-PBF	129.749	Bartholomew, T	Honda	2009
MPS-VF	92.417	Jessup, J	Triumph	2009
A-PG	125.364	Borcherdt, T	BSA	2013
A-PF	111.378	Scroggins, R	Westlake	2008
A-VG	108.931	Baublitz, J	BMW	2009
A-AG	137.532	Isley, R	Kawasaki	1971
A-AF	142.602	Gansberger, T	Honda	1978
A-BG	113.503	Cooke, L	Yamaha	2014
A-CG	119.890	Matthews, W	Yamaha	2014
APS-PG	143.329	Borcherdt, T	BSA	2013
APS-VG	106.83	Kerkoff, L	BMW	2009
APS-VF	106.266	Szoldrak, J	Royal Enfield	2013
APS-AG	157.236	Eriksen, B.H.	Yamaha	1978
APS-AF	157.154	Woods, W	Honda	2011
APS-CG	134.351	Groves, A	Yamaha	2014
APS-PBF	128.181	Richmond, M	Honda	2009
APS-PF	98.348	Mullion, R	Triumph	2014
SC-AG	95.251	Scroggins, R	Honda	2011
SC-AF	90.897	Allen, B	Honda	2014
S-AG	234.989	Gullet, C	Costella	2008
S-AF	212.288	Thomas, J	Triumph	1958

650 Cubic Centimeters (Approximately 39.6 Cubic Inches)

P-P	168.532	Pfeiler, L	Kawasaki	2009
P-AF	173.577	Pfeiler, L	Kawasaki	2010
P-PP	95.322	Snead, B	BMW	2014
M-P**	151.389	Markham, K	Honda	2011
M-PP**	98.374	Anderson, S	Triumph	2008
M-PG	120.293	Kedinger, K	Harley-Davidson	2004
M-PF	125.883	Parsley, T	Harley-Davidson	2009
M-PBF	125.703	Pauletto, D	Triumph	2013
M-VG	127.092	Sungurtekin, A	Triumph	2013
M-AG	158.414	Williams, D	Kawasaki	2013
M-AF	175.144	Pfeiler, L	Kawasaki	2011
M-BG	173.038	Sutton, T	Yamaha	2008
M-BF	172.98	Sutton, T	Yamaha	2008
MPS-P**	159.648	Alter, K	Yamaha	2009
MPS-PG	133.828	Parsley, T	Buell	2009
MPS-PF	130.188	Parsley, T	Buell	2006
MPS-VG	99.475	Becker, M	Triumph	2010
MPS-CF	63.788	Minahan, J	Triumph	2012
MPS-AG	172.365	Petrun, M	Kawasaki	2006
MPS-AF	170.727	Pfeiler, L	Kawasaki	2014
MPS-BF	191.989	Schaller, D	Honda	2007
A-PG	133.464	Sungurtekin, A	Triumph Custom LSR	2014
A-BF	176.549	Lessard, P	G-FORCE	2014
A-VBF	97.987	Nielsen, L	Indian	2011
A-AG	149.117	Rispoli, J	Kawasaki	2009
A-AF	159.542	Richards, G	Triumph	1961
A-BG	102.042	Woods, W	Yamaha	2007
APS-PG	149.891	Borcherdt, T	BSA	2014
APS-PF	110.781	Allan, P	Triumph	2013
APS-AG	152.474	Goveia, E	Kawasaki	1977
APS-AF	161.793	Richards, G	Triumph	1965

650ccContinued

APS-BG	162.47	Cole, T	Triumph	2008
APS-BF	180.313	Lessard, P	G-FORCE	2014
S-AF	230.269	Johnson, B	Triumph	1962
SC-AG	116.055	Skjørshammer, H	Pritchard	2011
SC-AF	121.984	Skjørshammer, H	Pritchard	2011

750 Cubic Centimeters (Approximately 45.7 Cubic Inches)

P-P	169.626	Cooper, M	Suzuki	2006
P-PP	129.649	Duncan, B	Triumph	2011
P-PV	79.451	Clough, S	Indian	2013
P-PC	98.328	Skemp, T	Norton	2014
P-PF	108.871	Hultstrand, M	Honda	2012
M-P**	130.502	Bricker, B	Honda	2011
M-PP**	128.692	Duncan, B	Triumph	2011
M-PV**	72.614	Chance, R	Indian	2008
M-PG	159.903	Mellor, T	Triumph	2008
M-PF	130.369	Azquith, B	BMW	2008
M-VG	101.142	Chance, R	Indian	2012
M-VBG	100.664	Kott, F	Triumph	2007
M-AG	164.813	Broomall, J	Suzuki	2008
M-AF	167.337	Broomall, J	Suzuki	2008
M-BG	200.27	Higgins, J	Suzuki	2009
M-BF	168.668	Gaghan, S	Suzuki	2013
M-CG	125.012	Honda, T	Honda	2014
MPS-PG	180.317	Mellor, T	Triumph	2008
MPS-PF	146.351	Hooper, S	Velocette	2011
MPS-VBG	86.007	Kott, F	Triumph	2009
MPS-AG	191.203	Vickery, W	Yamaha	1975
MPS-AF	178.912	Rains, N	Suzuki	2010
MPS-BG	215.389	Watters, G	Suzuki	2008
MPS-BF	229.625	Krebs, K	Suzuki	2012
A-PG	143.149	Gosling, R	Triumph	2013
A-PF	154.236	Duncan, B	Triumph	2013
A-PBG	127.795	Daly, J	Buell	2011
A-PBF	124.482	Daly, C	Buell	2013
A-VG	101.132	Cathcart, A	Brough Superior	2013
A-VF	99.78	Cole, H	Brough Superior	2013
A-AG	148.471	Rispoli, J	Kawasaki	2010
A-AF	160.173	Durkee, T	Triumph	1974
A-BF	189.097	Higgins, J	Suzuki	2010
APS-PF	142.608	Leineweber, J	Triumph	2013
APS-PBG	133.952	Daly, C	Buell	2011
APS-PBF	126.217	Daly, T	Buell	2013
APS-VG	108.931	Hector, T	Harley-Davidson	2006
APS-VF	113.289	Hector, T	Harley-Davidson	2006
APS-AG	153.772	Rispoli, J	Kawasaki	2010
APS-AF	169.331	Gough, J.	Triumph	1969
APS-BG	209.81	Krebs, K	Suzuki	2009
APS-BF	215.586	Watters, G	Suzuki	2010
S-AG	251.924	Vesco, D	Yamaha	1970
S-AF	240.747	Vesco, D	Yamaha	1975
SC-PV	57.802	Klinger, M	Harley-Davidson	2006
SC-VG	46.236	Logue, M	Harley-Davidson	2004
SC-VF	97.505	Kott, F	Harley-Davidson	2005
SC-VBG	81.567	Kott, F	Harley-Davidson	2005
SC-AG	84.08	Mills, J	Honda	2009
SC-AF	141.099	Skjørshammer, H	Pritchard	2012
SC-UF	97.72	Scroggins, R	Speci. Const.	2010

1000 Cubic Centimeters (Approximately 61 Cubic Inches)

P-P	200.137	Porterfield, L	Honda	2011
P-PC	117.808	Gomez, N	Suzuki	2014
P-PP	136.476	Cobb, E	Buell	2010
P-CG	119.303	Gatewood, C	Harley-Davidson	2012
P-AG	168.997	Bivins, J	MV Agusta	2007
P-BG	165.405	Cathcart, A	Triumph	2009
P-BF	161.188	Capri, M	Triumph	2008
M-P**	177.718	Bivins, J	MV Agusta	2008
M-PG	163.303	Mellor, T	Triumph	2011
M-PF	143.600	Rubin, M	Buell	2014
M-VG	155.192	Dickerson, M	Vincent	2009
M-VF	145.804	Carlson, K	Vincent	2011
M-CBG	172.876	Horst, D	Kawasaki	2013
M-CBF	177.983	Horst, D	Kawasaki	2013
M-AG	182.262	Broomall, J	BMW	2013
M-AF	189.966	Sills, A	BMW	2013
M-BG	188.45	McBride, N	Suzuki	2007
M-BF	162.233	Capri, M	Triumph	2010
M-CG	135.115	Mills, D	Honda	2014
MPS-P**	184.126	Sills, A	Suzuki	2009
MPS-PG	191.752	Mellor, T	Triumph	2011
MPS-PF	136.346	Woodford, D	Harley-Davidson	2014
MPS-VG	131.684	Patterson, E	Norton/Vincent	2014
MPS-AG	207.998	Hunter, E	BMW	2013
MPS-AF	219.061	Hunter, E	BMW	2013
MPS-BG	218.321	Starkweather, P	Suzuki	2006
MPS-BF	262.471	Lamb, A	Honda	2012
MPS-CF	127.187	Canestrini, B	Honda	2014
MPS-CG	124.862	Patterson, E	Norton/Vincent	2014
MPS-CBG	160.338	Horst Jr, D	Kawasaki	2014
A-PG	156.552	Gosling, R	Triumph	2014
A-PF	157.457	Duncan, B	Triumph	2014
A-PBG	137.653	Zetterquist, K	Harley-Davidson	2012
A-VG	112.237	Kott, F	Harley-Davidson	2004
A-VF	122.258	Kott, F	Harley-Davidson	2006
A-VBF	120.707	Kott, F	Harley-Davidson	2004
A-CBG	141.292	Zetterquist, K	Harley-Davidson	2012
A-AG	178.925	Mateu, J	Yamaha	2014
A-AF	180.375	Omer, J	Yamaha	2013
A-BG	202.207	Scholz, E	Suzuki	2012
A- BF	183.037	Keep, R	Suzuki	2010
APS-PG	200.082	Mellor, T	Triumph	2013
APS-PF	158.478	Omer, J	Buell	2011
APS-PBG	153.728	Zetterquist, K	Harley-Davidson	2013
APS-PBF	150.732	Goldammer, R	Harley-Davidson	2008
APS-VG	116.935	Hector, F	Harley-Davidson	2010
APS-VF	120.137	Kott, F	Harley-Davidson	2008
APS-VBG	116.601	Hector, F	Harley-Davidson	2011
APS-CBG	153.841	Zetterquist, K	Harley-Davidson	2014
APS-CBF	151.079	Zetterquist, K	Harley-Davidson	2013
APS-AG	168.139	Bartlett, J	Triumph	1975
APS-AF	175.437	Wilson, J	Triumph	1975
APS-BG	169.062	Retsch, G	Ducati	2012
APS-BF	176.802	Bartholomew, D	Kawasaki	2011
S-PG	87.078	Sherrer, E	Norton	2006
S-AF	184.087	Munro, B	Indian	1967
SC-VF	96.509	Kott, F	Harley-Davidson	2006
SC-AG	135.693	Murray, R & N	Suzuki	2010
SC-AF	155.465	Murray, R & N	LCR/Suzuki	2012

1000ccContinued

SCS-PG	131.833	Sherrer, E	Moto Guzzi	2013
SCS-PF	129.786	Sherrer, E	Moto Guzzi	2013
SCS-AG	188.612	Anderson, C	Suzuki	2013

1350 Cubic Centimeters (Approximately 79.3 Cubic Inches)

P-P	203.77	Deluca, M	Suzuki	2006
P-PP	150.936	Hunter, E	Buell	2012
P-PV	97.393	Clift, B	Indian	2011
P-PB	125.662	Pitlock, R	Kawasaki	2014
P-PG	106.242	Matsuzono, K	Harley-Davidson	2012
P-PF	172.813	Versfeld, H	Suzuki	2010
P-VG	97.305	Clift, B	Indian	2013
M-P**	191.484	Alter, K	Suzuki	2010
M-PP**	143.502	Fischer, J	Harley-Davidson	2011
M-PV**	99.805	Bolduc, J	Indian	2009
M-PG	167.452	Dunn, L	Harley-Davidson	2013
M-PF	169.743	Wilson, S	Harley-Davidson	2009
M-PBG	150.828	Joergensen, T	Harley-Davidson	2012
M-VG	150.651	Hewett, M	Vincent	2010
M-VF	109.055	Bolduc, J	Indian	2010
M-AG	185.082	Snyder, T	Suzuki	2013
M-AF	185.9	Versfeld, H	Suzuki	2011
M-BG	185.860	Gordon, M	Suzuki	2014
M- BF	220.736	McLeod, S	Suzuki	2008
MPS-P**	205.724	Mills, D	Suzuki	2006
MPS-PP**	152.545	Huff, S	Buell	2008
MPS-PG	174.274	Stauffer	Buell	2008
MPS-PF	175.275	Rochco, B	Harley-Davidson	2014
MPS-VG	162.004	Hewett, M	Vincent	2010
MPS-VF	112.901	Kesselring, R	Harley-Davidson	2011
MPS-AG	215.356	Okonek, E	Suzuki	2013
MPS-AF	216.402	Alter, K	Suzuki	2014
MPS-BG	252.832	Noonan, J	Suzuki	2005
MPS-BF	239.821	Assen, R	Suzuki	2008
A-PG	169.477	Wilson, A	Harley-Davidson	2008
A-PF	185.491	Wilson, A	Harley-Davidson	2009
A-VG	124.988	Patterson, E	Brough Superior	2011
A-VF	124.344	Patterson, E	Brough Superior	2013
A-AG	182.730	McLachlan, D	Bonesbuilt	2014
A-AF	177.422	Stites, S	Suzuki	2009
A- BG	204.005	Dobbs, J	Suzuki	2009
A- BF	196.73	Dobbs, J	Suzuki	2010
APS-P**	201.772	Mills, D	Suzuki	2008
APS-PG	176.51	Huff, S	Buell	2013
APS-PF	172.731	Huff, S	Buell	2012
APS-PBG	83.611	Sanders, S	Harley-Davidson	2012
APS-VG	136.114	Leeman, R	Harley-Davidson	2014
APS-VF	117.316	Kesselring, R	Harley-Davidson	2014
APS-AG	211.711	Garcia, M	Suzuki	2009
APS-AF	211.671	Garcia, M	Suzuki	2009
APS-BG	107.214	Pedroli, D	Kawasaki	2011
APS-BF	236.01	Assen, R	Suzuki	2009
S-PG	178.948	Wiley, J	Harley-Davidson	2006
S-AG	248.285	Vesco, D.	Yamaha	1974
S-AF	252.229	Vesco, D.	Yamaha	1976
SC-PF	154.485	Speranza, R	Custom	2006
SC-PG	110.328	Reister, K	Harley-Davidson	2014
SC-VG	124.412	Foley, T	Harley-Davidson	2013
SC-VF	149.808	McLachlan, V	Vincent	2012
SC-AF	153.305	Meyer, J	Kawasaki	2009

1350ccContinued

SC-BG	158.2	Coleman, L/Ryan, W	Suzuki	2011
SC-BF	206.157	Egli, F	Suzuki-Egli	2009

1650 Cubic Centimeters

P-P	189.041	Scherer, W	Kawasaki	2006
P-PP	165.812	Conn, L	Motus	2014
P-PG	163.982	Case, B	Motus	2014
P-VG	87.884	Clift, B	Indian	2014
M-PG	174.946	Fischer, J	Harley-Davidson	2013
M-PF	172.872	Fischer, J	Harley-Davidson	2013
M-PBG	155.538	Klock, B	Harley-Davidson	2011
M-PBF	155.052	Degen, C	Harley-Davidson	2011
M-VG	126.555	McAvoy, S	Harley-Davidson	2005
M-VF	98.035	Thomas, R	Indian	2009
M-AG	196.053	Warner, B	Yamaha	2007
M-AF	209.598	Williams, J	Suzuki	2012
M-BG	151.754	Cobb, K	Harley-Davidson	2010
M-BF	136.632	Gean, T.	Kawasaki	2012
MPS-PG	187.092	Amo, J	HD Buell	2005
MPS-PF	213.193	Horton, T	Buell	2006
MPS-PBG	157.493	Reiser, T	Harley-Davidson	2009
MPS-VF	147.454	Friebus	Harley-Davidson	2009
MPS-AG	214.108	Garcia, M	Suzuki	2011
MPS-AF	226.611	Williams, J	Suzuki	2012
MPS-BG	192.695	McAlister, K	Suzuki	2013
MPS-BF	193.078	Edwards, S	Kawasaki	2013
A-PG	169.759	Bennett, R	Harley-Davidson	2009
A-PF	191.631	Wilson, A	Harley-Davidson	2010
A-PBF	128.512	Joergensen, J	Knucklehead	2014
A-PBG	150.706	Joergensen, J	Knucklehead	2014
A-VBG	136.848	Pilgrim, D	Harley-Davidson	2009
A-VBF	131.014	Pilgrim, D	Harley-Davidson	2009
A-AG	180.115	Levie, J	Scott Guthrie	2014
A-AF	193.202	Knecum, S	Suzuki	2006
A-BG	189.555	Richmond, M	Suzuki	2011
A-BF	192.54	Horner, S	Suzuki	2010
APS-PF	187.454	Fischer, J	S&S Harley-Davidson	2014
APS-PG	186.777	Bennett, E	Harley-Davidson	2005
APS-PBG	189.655	Perewitz, J	Perewitz	2012
APS-PBF	207.803	Perewitz, J	Perewitz	2013
APS-AG	215.136	Cauby, C	Suzuki	2012
APS-AF	219.347	Williams, J	Suzuki	2012
APS-BG	204.427	Pearsall, D	Suzuki	2011
APS-BF	187.461	Richmond, M	Suzuki	2010
SC-VG	116.433	Foley, T	Harley-Davidson	2012
SCS-AF	154.324	Renwick, J	Vincent	2008

2000 Cubic Centimeters (Approximately 122 Cubic Inches)

P-P	163.844	Scholz, E	Yamaha	2010
M-P**	143.154	Mielke, M	Yamaha	2009
M-PG	171.311	Klinger, R	Harley-Davidson	2008
M-PF	169.964	Allen, J	Big Boar	2013
M-AG	166.485	Moe, G	Victory	2010
M-AF	199.5	Riley, W	Harley-Davidson	1974
M-BG	173.223	Klock, B	Victory/Polaris	2014
MPS-P**	143.725	Mielke, M	Yamaha	2010
MPS-PG	180.673	Horton, T	Buell	2008
MPS-PF	192.868	Wilson, A	Buell	2007
MPS-PBG	141.607	Hall, R	Harley-Davidson	2006
MPS-AG	173.832	Riley, W	Harley-Davidson	1971
MPS-AF	220.880	Garcia, M	Suzuki	2014

2000ccContinued

MPS-BG	168.081	Klock, B	Victory/Polaris	2013
MPS-BF	232.523	Porterfield, L	Suzuki	2008
A-PG	173.042	Everhart, B	Harley-Davidson	2007
A-PF	174.845	Allen, J	S&S Cycle	2014
A-PBF	213.644	Minonno, J	S & S	2008
A-AG	194.654	Bjorklund, M	Ducati	2014
A-AF	201.432	Angerer, J.	Triumph	1973
APS-PG	170.993	Mizutani, K	Harley-Davidson	2014
APS-PF	171.504	Gullett, D	Yamaha	2009
APS-PBF	218.838	Minonno, J	Harley-Davidson	2008
APS-AG	169.828	Angerer, J	Triumph	1973
APS-AF	206.544	Riley, W	Harley-Davidson	1972
S-PG	217.685	Klinger, F	Harley-Davidson	2008
S-AG	303.812	Vesco, D	Yamaha	1975
S-AF	265.492	Rayborn, C	Harley-Davidson	1970
SC-PBG	167.874	Eller Jr, W	Harley-Davidson	2006

3000 Cubic Centimeters (Approximately 183 Cubic Inches)

P-PP	132.744	Cook, J	Kawasaki	2007
P-BG	175.244	Paulgaard, J	Harley-Davidson	2010
M-PG	189.074	Bailey, J	Buell	2012
M-PF	176.758	Allen, J	Big Boar	2012
M-PBG	188.509	Koiso, H	Harley-Davidson	2011
M-PBF	190.413	Koiso, H	Harley-Davidson	2011
M-AG	169.333	Allen, J	Harley-Davidson	2010
M-AF	174.292	DiSalvo, J	Triumph	2012
MPS-PG	195.732	Bailey, J	Buell	2012
MPS-PF	176.61	Allen, J	Big Boar	2011
MPS-PBG	210.646	Koiso, H	Harley-Davidson	2013
MPS-PBF	214.342	Koiso, H	Harley-Davidson	2013
MPS-AG	163.567	Allen, J	Harley-Davidson	2010
MPS-AF	174.232	Allen, J	Harley-Davidson	2010
A-PP**	139.62	Cook, B	Kawasaki	2005
A-PF	177.596	Hoegh, J	Confederate	2013
A-PG	176.936	Bozzie, D	Bozzie Custom	2010
A-PBG	177.539	Eller, W	Wink/S&S	2013
A-AG	188.692	Elrod, T	Kawasaki	1976
A-AF	188.006	Elrod, T	Kawasaki	1977
APS-PF	171.005	Hoegh, J	Confederate	2014
APS-PG	201.707	Rivas, C	Harley-Davidson	2012
APS-PBG	211.080	Koiso, H	Harley-Davidson	2014
APS-PBF	211.032	Koiso, H	Harley-Davidson	2014
APS-AG	208.45	Campos, D	Harley-Davidson	1974
APS-AF	231.597	Campos, D	Harley-Davidson	1974
S-VBF	217.921	Angel, D	Vincent	2007
S-AG	197.047	Elrod, T	Harley-Davidson	1974
S-AF	322.870	Campos, D	Harley-Davidson	1990
S-BG	348.178	Robinson, R	Ack Tech.	2006
S-BF	367.382	Carr, C	BUB	2009

Diesel Displacement Classes

750 Cubic Centimeters (Approximately 45.7 Cubic Inches)

P-D	92.562	Hayes, F	HDTUSA	2008
M-D	107.11	Schmidt, B	HDTUSA	2008
M-DB	109.795	Hayes, F	HDTUSA	2009
MPS-D	112.25	Schmidt, B	HDTUSA	2008
MPS-DB	116.628	Hayes, F	HDTUSA	2008
A-D	90.251	Hayes, F	HDTUSA	2009
A-DB	114.152	Hayes, F	Hayes	2012
APS-DB	121.212	Hayes, F	Hayes	2012

1500 Cubic Centimeters (Approximately 91.5 Cubic Inches)

A-D	83.506	Nichols, C	Suzuki	2012
A-DB	102.159	Nichols, C	Suzuki	2013
APS-D	86.751	Nichols, C	Suzuki	2012
APS-DB	102.675	Nichols, C	Suzuki	2013
SC-DB	86.656	Nichols, C	Suzuki	2013

3000 Cubic Centimeters (Approximately 183.1 Cubic Inches)

APS-DB	130.55	Sturtz, M	BMW	2007
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Solar/Electric Weight Classes (W)

150kg (Approximately 330.69 US Pounds)

M-W	64.094	Clemens, K	Kawasaki	2012
MPS-W	78.424	Clemens, K	Kawasaki	2012
A-W	114.488	Sullivan, J	Electric Conv.	2013
APS-W	113.079	Sullivan, J	Electric Conv.	2013
SC-W	60.583	Carey, G	Kawasaki	2010

300kg (Approximately 661.4 US Pounds)

M-W	20.256	DeSimone, H	-	2005
APS-W	203.361	Hoogerhyde, J	Lightning MC	2013
A-W	173.574	Yates, W	Swigz ProRacing	2011
SC-W	54.651	Clemens, K	Honda	2013

Unlimited (301kg and over)

A-W	181.439	Yates, W	Swigz ProRacing	2011
APS-W	196.42	Yates, W	Swigz ProRacing	2011
SC-W	64.475	Clemens, K	Baker	2014
SCS-W	240.726	Hakansson, E	KillaCycle	2014

Every effort has been made to ensure that the records listed here are 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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