

American Motorcycle Racing Association
2019 Rulebook
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ASSUMPTION OF RISK

The participant agrees that by entering an event, the participant acknowledges that the event site is safe and suitable for racing and the participant acknowledges that by participating in the event the participant may suffer bodily injury or death or loss or damage to property. From hereon, AMRALive, Inc will be referred to as AMRA. The participant further acknowledges that the participant has voluntarily assumed the risk of such losses and waives any claims for such losses against the AMRA, the AMRA event officials, the event sponsors, the track operators and other participants, discharges such persons from responsibility for such losses and covenants not to sue such persons for such losses. All participants shall be required as a condition of participation to sign all required entry forms, including such releases as shall be required by AMRA insurance policies. For purposes of this rulebook, the term “participant” or “rider” or “pilot” shall include any person directly or indirectly associated with any vehicle which has been permitted to enter an event site for the purpose of competition, including, but not limited to owners, other riders and crewmen. AMRA makes no representations or express or implied warranties that compliance with the rules and regulations published in this rulebook or published during the course of the year in the AMRA newsletter, website or email will prevent or guarantee against injury or death to spectators or participants or damage to personal property. These rules and regulations constitute the minimum acceptance standards for competition and are intended as a guide for the conduct of the sport. Safety is the responsibility of equipment manufacturers, builders and the participants in the event.

COMPLIANCE OF RULES

Each participant expressly agrees that by entering an event conducted by the AMRA, the participant agrees to be bound by all of the decisions, rules and regulations of AMRA, including all procedures provided for in this rulebook, and any decisions, rules and regulations which are applicable to a particular event. The participant agrees to be bound by and abide by the decisions of the Event Director, his designee and other AMRA officials at all AMRA events. The participant, by entering an event conducted at an AMRA event, also agrees that all decisions made during or incident to an event are final and may not be appealed or made the basis of litigation and agrees to release and waive from liability and agrees not to bring any action against the Event Director, his designees, the AMRA, the race track operator, event sponsors and all other officials for any loss, damage or injury caused by decisions, erroneous or otherwise, or decisions based on malfunctioning electronic or mechanical equipment, whether due to negligence or otherwise. The participant further agrees that any disputes concerning any event, the rules and regulations of AMRA or any decisions of AMRA or AMRA officials whether or not incident to an event, shall be resolved pursuant to the process provided for in this Rulebook. The participant agrees to indemnify and to hold AMRA harmless for any costs

incurred by AMRA as a result of the failure of the participant to comply with the procedures and proscriptions provided for herein. Refer to current NHRA rule book or rule revisions for additional vehicle/ driver requirements, specifications, and general regulations, which are not found within these guidelines. This current rulebook becomes effective January 1st, 2019 These rules will remain in effect until superseded or revised by the Association. Announcements of such revisions will be carried out by the best expedient at our disposal.

GENERAL RULES AND SAFETY

GENERAL RULES

GR-1 The authority of the event director/tech official to make any rules/regulation decision whatsoever shall be absolute. Specifically if it is not stated that something is a safe and legal design, change, or modification, then it should be known that it is illegal.

GR-2 Prime responsibility for the safe condition and operation of a motorcycle in competition rests with the builder/rider.

GR-3 It is the responsibility of all racers, to obtain and familiarize themselves with the rules and procedures of the AMRA. These are available at all events from the tech officials as well as online.

GR-4 The operation of a machine, at an AMRA event, will serve to acknowledge the fact that the rider is in understanding of all rules and regulations.

GR-5 Classification by officials in no way constitutes a guarantee that the entry is legal for the class. It is the sole responsibility of the participant to comply with class requirements.

GR-6 Under no circumstance will a motorcycle make a run down the track without the approval of the official starter.

GR-7 Any rider and/or machine that, during the course of the event, becomes evident to the track/tech officials as being unsafe, will not be permitted to run until the conditions leading to this observation are remedied.

GR-8 The pit crewmember's membership cards will carry the name of the pilot/team for which they pit.

GR-9 Definition and limits, are assigned to the wording that all AMRA competition machinery "must be based on Traditional Harley-Davidson design principles." Harley-Davidson design principles have been established as "A 45 Degree, V-Twin, air-cooled, push rod designed motor."

GR-10 Non-traditional, American made, V-Twins, Will be allowed in specific classes as outlined in the class rules.

GR-11 There will be absolutely no Pro-Class, “Class-Jumping” in the AMRA. Once a machine is teched into and competes in a class, it may not be run in a different class unless expressly permitted by AMRA Officials, or as expressly allowed such as N/FB running with T/F.

GR-12 All Professional racing crews will be required to wear team uniforms. Uniforms may be of any type desirable but must be like same, for the entire crew. Uniforms must be based on common sense, be in good taste and not violate any obscenity laws. Uniforms may range from as simple as matching AMRA T-Shirts and work pants to custom made crew clothing.

GR-13 Painting a “headlight” on the front of a fairing is allowed in the Pro and semi Pro classes instead of mounting a headlight Fairings must be three point mounted.

SAFETY

S-1 All motorcycles must have a manually operated fuel shut off valve. The fuel shut off valve must be visible to the rider (and/or safety and emergency crews) and operable from the riding position.

S-2 Rear fenders, in all entries, must cover the full width of the rear tire. The rear of the fender must extend past the rear axle and the front of the fender must be below the seat position. A combination seat and fender is acceptable.

S-3 All machines, except Professional Classes allowed the contrary, must have a front fender at least 18” long.

S-4 Hand operation of foot shifter is prohibited.

S-5 Both hands must remain on the handlebars and both feet must remain on the operational foot pegs, at all times during the normal operation of the machine on the racetrack. Exception will be made in any physically impaired situations.

S-6 Some type of practical guard, to protect the rider’s legs from belts and/or chains, is required. These guards must be steel or 1/8th inch aluminum. They must cover the width and at least the top run of the belt / chain, from centerline to centerline of the pulleys /sprockets. Both primary and secondary drive guards are required. Frame members do not qualify as guards. Body panels may or may not, depending on construction. The decision of the tech inspector will be final as to the practicability and compliance of the guards.

S-7 All machines in Professional competition must have adequate capacity overflow catch cans to contain excess liquids. This is also required of any class machine, utilizing a breather(s) and/or venting tube(s). This is required to prevent leakage onto the track surface and/or the machines rear wheel. Permanent and secure mounting is required of cans, breathers and venting tubes. Mounting of cans, by the use of tie wraps is prohibited. **S-8** The association recommends removing of mirrors and the taping of the headlight, turn signals and tail light as a safety measure on all street class machines.

S-9 There will be no holding or touching of any machine, by the crew, during burnouts.

S-10 There will be no use of intoxicants by any of the participants in AMRA events.

S-11 Burnout’s in the pit area or movement in excess of ten (10) MPH, will be grounds for expulsion from the event.

S-12 Any professional machine fired in the pit area must be elevated on a secure stand. Semi-professional or street class machines must have the front wheel placed against an immovable

object.

S-13 All motorcycles must have a positive closing throttle.

S-14 Roller started machines are outlawed.

S-15 All professional crewmembers must wear eye and ear protection, while attending a running machine. Eye protection only required in all other classes.

S-16 Under engine drip pans are mandatory in all Pro Classes.

S-17 All bikes in fuel classes require inspected and dated "S.F.I. APPROVED" engine restraint systems.

S-18 Nitrous Oxide as a lean out or power booster is prohibited for use with nitro-methane.

S-19 Mandatory parachute(s) are required on any bike running quicker than 7.00 seconds or 200MPH and Faster.

S-20 The installation of a Proximity Detected Automatic Shut-Down is encouraged for fuel bikes in 2019 and may become mandatory in coming years. This shuts off fuel, and ignition automatically if the machine is operated beyond the shutdown on the track to avoid run-aways.

PROTECTIVE CLOTHING

PC-1 All professional class riders must wear a full facial coverage helmet meeting Snell K2015, SA2010, SAH2010, K2010, M2010, SA2015, M2015, or SFI 31.1/2010, 31.1/2015, 41.1/2010, or 41.1/2015 Specs. Gloves, full leathers (One-piece design or joined together with a zipper at the waist) and above ankle boots or shoes. No parts of the rider's body may be exposed. Eye protection is required.

PC-2 All Street Class riders must wear a full helmet meeting Snell K2015, SA2010, SAH2010, K2010, M2010, SA2015, M2015, or SFI 31.1/2010, 31.1/2015, 41.1/2010, or 41.1/2015 Specs. Gloves, and leather jacket. Above ankle boots, eye protection, and protective clothing that meets the discretion of the track officials is also required. Full face helmet's meeting PC-1 specs must be worn by all riders 9.99 or quicker.

HELMET EXPIRATION DATES	
Helmet Label	Expires
Snell 2010	1/1/2022
Snell 2015	1/1/2027
SFI 31.1 and 41.1/2010	1/1/2022
SFI 31.1 and 41.1/2015	1/1/2027
1/1/2027	

INSPECTION & CERTIFICATION OF MACHINE

I&C-1 Your machine will go through a RIGOROUS inspection at the beginning of the racing season. A team of inspectors will do this. After a certified AMRA inspector certifies the machine safe, you will be issued your current year inspection sticker.

I&C-2 The next event you attend, in the same year, will have a place (on the tech sheet) where you certify that the machine has not been changed since it was inspected. Should this turn out to be not true, you will be disqualified.

I&C-3 When you sign the certification of no change, you will not have to have the machine totally inspected unless it was involved in some sort of mishap, or changes have been made.

I&C-4 Inspectors will only spot check previous inspected machines at tech-in and again at random in the pit area. Should your machine be found changed from the time it was last inspected, you will be disqualified until reinstated by the board of advisors.

I&C-5 There will be a one-time inspection fee, for every machine, in every class. Which will be used to defray the cost of using the qualified inspectors. Every entry will be assessed this one time inspection fee. Should a machine switch classes, it will be treated as a new tech-in.

I&C-6 In addition to the spot checks of previous inspected machines, all machines will again be checked in the staging area. Be prepared for things like light and fuel checks. Tech inspectors will tour the classes as they are assembled.

I&C-7 Under no circumstances, will any AMRA Technical Inspector be responsible for the initial tech-in of any machine that is of personal or family ownership.

TIRES

T-1 Tires used in professional classes must be specified for racing use by the manufacturer.

WHEELS

W-1 Rear wheel minimum: 15" diameter (unless otherwise restricted in specific classes.)

BRAKES

B-1 All machines will have both a front and a rear hydraulic braking system. The only exception will be the early stock mechanical brakes on the stock entries.

B-2 Braided steel brake lines are highly recommended on any machine that has been modified from its original stock condition.

B-3 Application and release of brakes will be a function of the rider.

B-4 For disc brakes, a minimum size of single rotors 10 inch diameter, or Dual rotor 8 inch-diameter and a minimum .187 inch thickness for both O.E.M. and accepted aftermarket systems.

FRAMES

FR-1 Stock or aftermarket frames (unless restricted in specific classes) are permitted. Any modifications to stock frames are permitted (unless restricted in specific classes) as long as the frame is not weakened. All butt welds must have visible reinforcement.

FR-2 Steering head angle may not be less than stock rake or more than 40 degrees maximum rake in the Semi-Pro classes, and 45 degrees in the Professional Classes.

FR-3 Swing arms and struts (unless restricted in specific classes) may be welded to frame.

FR-4 It is recommended that all replacement frame parts be manufactured from 4130 chrome moly. All welding must be done by accepted heliarc process.

FR-5 Fork stops are mandatory in all classes. Stops must have a sheer strength equal to, or exceeding, a 3/8-inch bolt.

SUSPENSION

SU-1 Front suspension. Minimum size of approximately 32MM for accepted aftermarket items (unless restricted in specific classes.) Minimum travel of 1 1/2 inch.

SU-2 Steering dampener recommended in professional and semi-professional classes.

SU-3 Rear suspension is not recommended on professional class machines.

GROUND CLEARANCE

GC-1 Minimum of 2 inches, with the rider sitting on the machine and no more than 6 psi in the rear tire.

HEAD LIGHTS & TAILLIGHTS

HT-1 Turn signals, clearance lights or spotlights may not be used as substitutes for O.E.M. size head lights or tail lights in classes where required.

ELECTRICAL COMPONENTS

EC-1 The failure of an electrical system to function because of a failed part such as a burned out bulb, defective generator or regulator will not be considered an intent to cheat if all of the required components are in place. The defective part can be replaced or repaired in the event of a protest or citing due to random inspections.

LIMITS ON TRIMMED SHEET METAL

In classes where "Stock Appearing" is designated

LMT-1 There will be no trimming of front fenders (as supplied by manufacturer) except to accommodate anti flex and stabilizing devices.

LMT-2 Rear fenders must have a reasonable, as determined by the Technical Inspectors, amount of side skirt.

LMT-3 Gas tank or tank shell may be trimmed a maximum of 2". Exception would be minimal cut-outs for engine or chassis clearance.

CONTROLS

C-1 Handlebar controls, in all classes, must be located in the stock position. No welded aluminum handlebars. No clip-ons. Chrome plated handlebars are not recommended in Pro Classes, so as to better identify imminent failure [Cracks].

C-2 Handlebars cannot be located more than 25" above the part of the seat from which the rider operates the machine.

C-3 Seats, in all modified classes, must be a minimum of 21 inches above the ground. Custom seats, in all classes, are recommended to have a step to prevent the rider from sliding back.

C-4 A "tether" emergency kill switch is mandatory on all competing machines.

FUELS

F-1 An AMRA Tech Official may, at any time, check density, additives, and conductivity of fuels.

F-2 “Heads-Up” class participants will be required to declare the fuel being utilized. Declared fuel must have a published Evaporation Chart and Specific Gravity Rating. All fuels must be generally available. A sample may be required for reference.

F-3 A commercial pump blend containing a small amount of alcohol is allowed if locally available.

F-4 Chilling of fuel in “Heads-Up” gas classes is prohibited. Fuel temps will be monitored in the staging lanes. This makes fuel check more consistent.

MARKING OF MACHINES

M-1 All machines must be marked with AMRA identification plates with numbers and class on both right and left side to be eligible for pay out. These markings will be a minimum of 3” inch height. If displayed on a number plate the plates must be an official AMRA marked plate or equivalent with no other association name on it. If part of the paint job, it must not be covered in any way by the rider’s body. Contrasting numbers and plates (or paint) is mandatory. Official AMRA number plates are available at the AMRA trailer.

M-2 Numbers are issued to riders only and are available from the AMRA. Racers must have a separate number for each category unless explicitly endorsed by TECH.

M-3 In recognition of their past years performance, all Top 5 finishers, in all classes, are allowed to use the corresponding one thru five numbers, for the following season.

TOW VEHICLES

TV-1 Any tow vehicles used by participants and crewmembers must be identified as to which participant it is working in conjunction with. Tow vehicles will be operated in a professional and safe manner.

TV-2 Tow vehicles may only be used in conjunction with professional class and semi-professional class machines. All other classes are streetable classes and machines should have the ability to be ridden for extended periods of time, including back the return road, under our classifications.

CREDENTIALS

CR-1 A valid and current AMRA license is mandatory in all classes.

CR-2 All Pilots and Pit Crew personnel participating at AMRA events in active areas must be current members of the American Motorcycle Racing Association. AMRA Membership may be attained online or at the registration area at all AMRA events.

CR-3 In order to enter an active racing area, the racer or crewmember in the area will display both the current Facility Admission armband and their AMRA membership card.

AMRA CLASSES OF COMPETITION

AMRA PROFESSIONAL FUEL CLASSES

The Motorcycles in these classes use Nitro-Methane for fuel. The engines in these classes are based on traditional Harley-Davidson Design principles (General Rules-10). All fuel pilots in all fuel classes will use dated and inspected, S.F.I. approved Engine Restraint Systems and Chest Protectors. Nitrous oxide as a lean out or power booster is prohibited for use with nitro-methane. Parachutes will be mandatory on any bike running quicker than 7.00 seconds or 200MPH and faster. The installation of a Proximity Detected Automatic Shut-Down is encouraged for fuel bikes in 2019 and may become mandatory in the future. This shuts off fuel, and ignition automatically if the machine is operated beyond the finish line to avoid Run-Aways. All other aspects of AMRA rules and procedures apply.

T/F --- (Top Fuel)

The design concept in this class is unlimited as long as the machines are deemed “safe” by the AMRA certified technical inspectors. These motorcycles are constructed for all out competition, The use of four valve heads is allowed. They may utilize a transmission that has more than one speed. The cubic inch displacement is unlimited. They may be of single engine or of double engine design. They may use any type of fuel intake system.

N/FB --- (Nitro FunnyBike)

These motorcycles are full competition. They are single engine machines, limited to 151.1 Cubic Inches, absolute, utilizing a single speed (high gear) transmission. When a multi-speed transmission is used the Cubic Inch limit becomes 135 cubic inches. The engine uses injector(s) for fuel intake. Additionally allowed machines in the Nitro FunnyBike Class are:

- A) Nitro-Methane burning Single or Double engine machines using carb(s) for fuel intake.
- B) Full competition unlimited displacement, single engine machines using alcohol or gasoline in conjunction with the use of nitrous oxide.
- C) Machines using a turbo(s) or super charger(s) utilizing alcohol for fuel. These additionally allowed types of machines may use any transmission including a multi speed, and are of unlimited displacement.

P/F --- (Pro Fuel)

The motorcycles are full competition. The class will be limited to 122 absolute cubic inches of displacement. They are single engine machines utilizing a single speed (high gear) transmission. The minimum weight requirement in this class is 5.7 pounds per cu.in. The Engines in this class utilize carburetor(s) for fuel intake. All carburetor, nitro-burning, machines must be gravity fed. No fuel pumps, pressurized tanks, or other means of pressurizing the feed may be used. Computers, other than specific to data gathering, are excluded from this class as are Hybrid [capacitive and inductive] ignition systems. Enricheners are allowed but, they must be gravity fed. The use of solenoid or mechanical on/off valves is allowed. Nozzles for enrichners must be placed in the carburetor body. They may not be placed in the intake manifold or heads. Lean out systems are also allowed and can be used in conjunction with solenoid or mechanical valves.

AMRA PROFESSIONAL GAS CLASSES

The Motorcycles in These Classes utilize Gasoline for Fuel. Propylene Oxide, Nitrous-oxide and

Alcohol are prohibited, except where specified. Dielectric Constant checks and chemical analysis examinations are probable by AMRA staff and will not be challenged. Any commercially available gasoline that falls on or below the standards explained in General Rules & Regulations - Fuels, F-2 will be allowed. A crankcase ventilation system (scavenge system) is legal and encouraged, in the interest of safety. All other aspects of AMRA Rules and Procedures as outlined in this Handbook will also apply.

P/G --- (PRO GAS)

The drive train and chassis concept in this class is mostly unlimited as long as the machine resembles a stock motorcycle from the side view. The machines must be deemed “safe” by the technical inspectors and based on Traditional Harley-Davidson design principles. All custom parts must be “like same in design”. The decision of the directors will be the final ruling on what constitutes “like same”. These motorcycles utilize a professionally manufactured, full competition designed frame. Any frame modification or fabrication must be professional in Appearance and Construction. After market frames, extended swing arms and other modifications are allowed but the wheelbase will not exceed 80” measured axle to axle. Charging systems and lights need not work. Tanks, fenders, head and tail light shells, which resemble stock units, are required. The rear fender will extend past the rear axle by a minimum of 8”. There will be a minimum front fender length of 21”. The rear tire in this class is limited to 10” maximum width as designated by the manufacturer. This Class is reserved for 45 degree 160”, gas only, EFI, or Carb[s], no power adders (nitrous, turbos, etc..), any transmission, any tire, any wheelbase, 4 Valve heads permitted.

P/M --- (PRO MODIFIED), MOD --- (MODIFIED)

The machines in these classes are of a single engine design. The wheelbase will not exceed 70” measured axle to axle. The foot pegs will be a minimum of 15” forward of the rear axle, or 9” behind the mainshaft of the transmission. The rider operates this type of machine in a sit up position. No rear pegs or brackets are allowed behind the operational pegs during competition. The rear tire in this class is limited to a 17 or 18 X 7 1/2 (No 15” Wheels) slick as designated by the manufacturer. The use of rear slicks is an option, not a requirement. When treaded tires are used, they must have a street legal amount of tread and may not exceed the 7-1/2-in. width limit (any diameter). When a rear slick is used, if not mounted to a tubeless rim, the bead of the tire and the rim must incorporate measurers that prevent it from “spinning” on the rim. (Screws) Regardless of rear tire used, a front slick may be used instead of a treaded tire. A tire that is designated as a racing tire may be used on the front of any Modified class bike. Aftermarket frames, extended swing arms, and other reasonable modifications are allowed as long as the machine resembles a stock motorcycle from the side view. All modifications must be of high quality and proper construction to be approved by the technical inspectors. These classes must use Harley-Davidson transmission cases or “Like Same” replacements. Changing of gear ratios is allowed. After market gears, sold as OEM replacement parts, may be installed as manufactured. Modification to these parts, to allow automatic engagement is prohibited. Automatic is defined as the ability to engage the next higher gear in the drive train without unloading the previous gear. Unloading is defined as disengaging the engine from the transmission by clutch action or by interrupting the ignition process of the engine. Therefore,

The AMRA interprets an automatic transmission as a transmission that is designed to be shifted with no engine kill and no power interruption to the rear wheel or a transmission that is “Auto-Shifted” by anything other than the rider’s input. Any aftermarket part can be used as long as the machines are deemed “safe” by the technical inspectors. All custom-built parts must be “like same in design” to the original parts that are replaced. The decision of the directors will be the final ruling on what constitutes “like same”. The induction systems will be Limited to a Single Carburetor, and Traditional V-Twin Manifold in the Modified Classes. Wheelie bars may be used in this class and are highly recommended. When a slick is used, the use of “wheelie bars” becomes mandatory. Electric remote “off board” starter and battery pack systems are allowed. Tanks, fenders, head and taillights are required. These must resemble stock Harley-Davidson types. (Resemble means that it looks so much like the original that it is hard to tell the difference.) Example: If a fiberglass tank shell is used, it may not be trimmed to less than the size of the OEM tank from which it is a copy. Lights and charging systems do not have to be operational. If a machine uses lightweight headlight and/or taillight replicas, they must be securely and professionally mounted. Painting a “headlight” on the front of a fairing is allowed. Gasoline only. Propylene Oxide, Nitrous oxide and Alcohol are prohibited. Dielectric Constant checks and Chemical analysis examinations are probable by AMRA staff and will not be challenged. Any commercially available gasoline that falls on or below the standards explained in General Rules & Regulations - Fuels, F-2 will be allowed.

P/M -- PRO MODIFIED

Restricted to a cubic inch designed displacement not to exceed 122 Cubic Inches absolute. Pro Mod Machines must meet a minimum weight requirement as follows:

Single Cam Engines 5.4 Pounds per cubic inch

Twin Cam Engines 5.6 Pounds per Cubic Inch

Four Cam Engines 5.7 Pounds per Cubic Inch (+/- 2 lbs.) as policed by their class.

Class/weight disputes will be enforced by the AMRA.

Mod --- MODIFIED

Restricted to an 88 cu.in Design Limit for all Conventional V-Twins. All other aspects of AMRA Rules and Procedures as outlined in this handbook will also apply.

ALTERED STREET CLASSES

These classes are designed for the machine that can be ridden on the street and also raced at the track. Altered class motorcycles must be able to be started with an on-board, self-contained starting system (kick or electric) and have an operating charging system. Starting exceptions will be made when engines are hot from successively run rounds. But, if the machine is protested, it must be able to be started using the self-contained system. Also required are operational OEM (or identical reproductions) headlight, taillight, fenders, gas tank and Horn. Gasoline only. Propylene Oxide, Nitrous oxide and Alcohol are prohibited, unless specifically allowed. Dielectric Constant checks and chemical analysis examinations are probable by AMRA staff and will not be challenged. Any commercially available gasoline that falls on or below the standards explained in General Rules & Regulations - Fuels, F-2 will be allowed. Aftermarket parts may be used as long as the machines are deemed “safe” by the technical inspectors and

the parts are based on traditional Harley Davidson design principles. All custom-built parts must be “like same in design” to the original parts that are replaced. The decision of the directors will be the final ruling on what constitutes “like same”.

“D” --- STREET DRESSERS

This class is for Harley type Dressers. Must be equipped with, floorboards and saddle bags (hard type bags which must be of the approximate volume of the stock units with a permanent Mount). Air shifters, utilizing an “on-board” compressor, or, electric shifters are allowed. Wheelie bars are NOT allowed in this class. Must be a stock chassis (stock chassis means a stock Non-FX, frame and stock length. Steel or aluminum swing arm allowed and is subject to being deemed safe by AMRA technical inspectors. The combination of these items will produce a wheelbase, not to exceed 65”. Replacement fuel cell allowed but must use factory tank shell in factory location. Shell may be modified for fitment of fuel cell underneath tank shell but must appear to be unmodified. Mirrors and windshield must be removed. Exhaust restrictions may be removed if desired. Must use stock size dresser fuel tanks and fenders. No carbon fiber body/ fuel tank parts. The largest tire allowed will be 180” street tire tread which fits in the “stock” chassis w/o modification. No slicks are allowed. This does keep the machines from becoming too modified. Only street tires with legal tread depth allowed. Belt drive primary allowed, Gen 1 MTC Lock up transmission mounted clutches allowed. No motor driven clutches or slider clutches allowed. These machines must be street legal with the exception of the exhaust, mirrors, windshield and turn signals. This class will be restricted to a designed 135 cu.in. engine. Overbore not to exceed 135 inch absolute. Engines 114 cu.in. and under may utilize NOS, or any other Singular power adder. Harley Davidson Big Twin V-Twin Engines aftermarket cases allowed. (No XL cases) Must use conventional port layout heads (STD, Zipper’s, S&S B1/B2 or equivalent). S&S cast Pro Stock or equivalent are NOT allowed. Must use conventional valve train design, Roller rocker arms and aftermarket replacement rocker boxes are allowed. Single carb or single blade throttle body with common manifold is mandatory. Struts, two-steps, air shifters, data gathering electronics allowed. A street ride may be required to determine street worthiness. Power adder bikes will be monitored as technology evolves. All other aspects of AMRA Rules and Procedures also apply.

SUPER STREET & HOT STREET CLASS OVERVIEW

These classes are for street ridden Harley based motorcycles only, including Titan, Ultracycle, Bigdog, etc., equipped with push-rod, air-cooled, 45 degree V-Twin engines. Motorcycles must be licensable for street use. Stock OEM lighting or equivalent, (including DOT headlight, taillight, and brake light), and starting systems must be present and in working order. Tires must be V rated, DOT motorcycle tires. Motorcycle must be ridden under its own power to staging, starting line, and back to the pit area after competition. All engines must be naturally aspirated carburetor controls or single throttle blade EFI. Foot pegs and foot controls must be located within the perimeter of the frame cradle. No wheelie bars. Approved and declared gasoline only. These classes are run heads-up, pro-tree.

SUPER STREET (S/S)

Reserved for Harley Big Twin, Sportster, Buell, VROD and Indian Scout motorcycles. Engine must

be Harley-Davidson based, air cooled, 45 degree XL, FX, or FL. Maximum displacement is limited to 114 cu. in. VROD maximum displacement is limited to 68 cu.in. Indian Scout maximum displacement is limited to 68 cu.in. Engine case & cylinder heads must be stock or Screamin' Eagle castings. Intake port, exhaust port & stud locations must be the as stock. 1 spark plug allowed per/cylinder. Internal modifications ok, no compression releases. A single oil drain routed directly to the crankcase, is allowed. Aluminum connecting rods NOT allowed. Cylinders must be stock appearing. Engines must be naturally aspirated and air must be delivered through a single float type carburetor or single blade EFI with one piece split runner manifold. No portion of the intake or exhaust manifold may be extended past the mounting/sealing surface of manifold. No fuel pumps permitted on carbureted engines. EFI/Ignition tuners are allowed. Engine/Fuel Shift Kill systems are allowed. No air shifters, data logging or engine driven clutch lock-ups. Charging systems are not mandatory. Crankcase and tanks containing fluids must have vent tubes routed to catch can or have a non-spill breather system. Active crankcase evacuation systems are not allowed.

Engine Platform	Displacement cu.in. Max.	Wheelbase Maximum in.
Twin Cam	114	Stock
Twin Cam	107	68
Evo	114	Stock
Evo	107	68
Sportster	99	Stock
Sportster	76	68
Indian Scout	Fits in Stock case	68

HOT STREET---(H/S)

Stock production OEM or aftermarket frames for licensed street motorcycles are allowed. Maximum wheelbase is 68". Single carburetor or engines (design) limited to 103 cu. in. for XL based engines 124 cu.in. FX or aftermarket V-Twin Engines and must use conventional port layout heads. (STD, Zipper's, S&S B1/B2 or equivalent). S&S cast Pro Stock or equivalent are NOT allowed. Must use conventional valve train design, Roller rocker arms and aftermarket replacement rocker boxes are allowed. Single carb or single blade throttle body with common manifold is mandatory

OUTLAW STREET---(O/S)

Modified production OEM or aftermarket frames for licensed street motorcycles are allowed. Maximum wheelbase is 70" for bikes using speed, wheel or clutch sensors (i.e. "Launch Control) or 74" and will specifically have NO wired/wireless connection from the clutch or final drive during qualifying and eliminations with Test/Tune sessions being an exception. Wheelbase is measured center of front axle to center of rear axle, including chain adjustment.

Engine: 45 degree V-Twin, 145 Cubic inch engines. Carburetors or EFI allowed. Lateral valve stem

angle must be zero degrees and a minimum longitudinal valve stem angle is 18 degrees as measured parallel from a vertical line centered in the respective cylinder bore. This will keep the engines consistent with traditional design principals. 124 cu. in. engines using nitrous oxide are legal and must be Hot Street legal big twin. A Hot Street legal Evo or Twin Cam Big Twin, must use conventional port layout heads. (STD, Zipper's, S&S B1/B2 or equivalent). S&S cast Pro Stock or equivalent are NOT allowed. Must use conventional valve train design, roller rocker arms and aftermarket replacement rocker boxes are allowed. Single carb or single blade throttle body with common manifold is mandatory. Must be one (1) stage system. One solenoid for NOS and one solenoid for fuel only. One nozzle per cylinder. Must use wide open throttle switch to activate system but may be used in conjunction with other switches or controller. Heads on pushrod engines must not be modified to the point that prohibits the use of carburetors. Ports must be positioned to allow carbs even when EFI is used. If running a VROD, any internal modifications are allowed. VRODS must use factory cases and cylinder heads. Motorcycle must retain the general appearance of a street motorcycle. The rider operates this type of machine in a sit up position. Belly pan with absorbent mat is mandatory on all machines. Rear suspension not necessary. Clutch actuated two-steps, air shifters, and lock-up clutches are allowed. Machines with Data Gathering are allowed a 70 inch wheelbase. Those without Sensors will be allowed a 74 inch wheelbase and will specifically have NO wired/wireless connection from the primary or final drive during qualifying and eliminations with Test/Tune sessions being an exception.

ELIMINATORS (OVERVIEW)

There will be no limitations or restrictions in these classes unless it is considered "unsafe" by the certified AMRA technical inspectors The decision of the technical inspector as to what is unacceptable for these classes will be final. No delay or crossover boxes. Any Eliminator machines making an official (non-Test and Tune) Non-Break-Out pass within .009 of their Dial or Index will be Awarded Record Points (One per Entrant - Per event). It is your responsibility to report record runs to the Tech trailer with official documentation in the form of a time slip.

TG/E - (Top-Gas) Eliminator Class will utilize an 8.20 1/4 Mile Index (5.20 1/8 Mile).

SC/E - (Super Comp) Eliminator Class will utilize an 8.90 E.T. 1/4 Mile Index (5.70 1/8 Mile).

T/E - (Top-Eliminator) will utilize an 9.30 1/4 Mile Index (5.90 1/8 Mile).

SG/E - (Super Gas) Eliminator Class will utilize a 9.90 E.T. 1/4 Mile Index (6.20 1/8 Mile).

SP/E - (Super Pro) Eliminator Class will utilize a 10.30 1/4 Mile Index (6.45 1/8 Mile).

P/E - (Pro- Eliminator) Class will utilize a 10.90 E.T. 1/4 Mile Index (6.70 1/8 Mile).

S/E - (Street- Eliminator) Class will utilize an 11.50 E.T. 1/4 Mile Index (7.30 1/8 Mile).

P/E and S/E will be put on a 32 bike ladder in the event a minimum of 23 bikes are qualified. Qualifiers beyond 16 will receive 1 qualifying point. These classes will run on a ladder built during qualification rounds. Closest bike to the Index first and breakouts last. Reaction time will be used as a tiebreaker. These classes are run Heads-Up, Pro-Tree.

“E” CLASS (HANDICAP DIAL-IN)

Dial-ins will be requested at the riders meeting, on the day of elimination's. Any machine making a pass, during eliminations, that turns an E.T. lower than the “dial-in” will be disqualified. If both machines turn an E.T. lower than their respective “dial-in”, the win goes to the rider who breaks out the least. Red light fouls take disqualification precedent over breakouts. Depending on the equipment, the pairing of “E” Class machines may be at random or by tower produced ladders based on Reaction Times (R/T's), recorded by the use of the .5 Full Tree. Red lights, (reaction times of .499 or less) will go to the bottom of ladders. Any machine that refuses a randomly paired match will be disqualified. A bye run will only be allowed for the last machine in an unbalanced elimination field condition. The lowest reaction time from Qualifying or the previous pass gets the BYE. Only one BYE per event, per entrant. Rounds of competition will be run until there are only two machines left in competition. They will then be paired to determine the class winner and runner-up. All other aspects of AMRA Rules and Procedures will also apply.

DURING THE COURSE OF THE EVENT

COE-1 If a rider misses a round of Elimination's, that rider will be disqualified.

COE-2 A rider is allowed only one entry per class.

COE-3 A rider may enter more than one class, but must make all the rounds on time.

COE-4 There will be no substitute riders after the machine has been qualified. The rider that qualifies the machine must ride that machine during the eliminations.

EVENT CONTROL TACTICS

CT-1 The authority of the Event Director to make any decision whatsoever, that is not encompassed in the general rules and regulations shall be absolute.

CT-2 There will be a rider's meeting before the start of the Qualifying and Eliminations at each event. The time will be announced. The place will be at the track, generally at the AMRA trailer.

CT-3 If an event is postponed due to acts of God prior to the start of elimination's, it will be mandatory that the qualified contestants and their machines be in attendance at the re-scheduled event to be eligible for points.

CT-3 If a rained-out event is cancelled, points will be awarded based only on participation and qualifying to the point of event cancellation.

CT-4 If an event is postponed and re-scheduled after eliminations are in progress, contestants not returning on the new date will be awarded points up to the round completed before cancellation.

CT-5 There is no dress code at AMRA events, but your appearance is definitely a reflection of the level of professional status you, your pit crew and your sponsors have attained.

CT-6 We do ask that your dress and conduct be within the limits as described by the laws of the governmental bodies in the area which is holding our event.

CT-7 We do not disseminate political views as an association. We do ask that none be bestowed upon us in return. We do ask that our right of privacy, as an American Corporation, not be violated. We will respect yours as an individual or corporation in return.

CT-8 Leave everything the way you found it. Do not infringe on the space or rights of others while you are at our events. The entire event is to be considered a neutral territory reserved for lawful assembly.

CT-9 Our events are first devoted to the perpetuation and advancement of V-Twin Drag Racing as a sport. It is secondly devoted to the perpetuation and advancement, of motorcycling itself, at all levels. This is regardless of makes, models or the types of rider participation.

CT-10 The Association and facility will not be party to anything that is not within the limits, as described by the law enforcement, of the prevailing and authorized authorities.

CT-11 Common sense decisions of the track officials will prevail when no rule applies. Unsportsmanlike conduct, or just plain violation of these rules, will be grounds for expulsion.

CT-12 All professional pilots new to this association will be required to make one half pass and one full pass under the supervision of at least two (2) assigned qualified pilots from the same class in which they are participating and the events Technical Official.

CT-13 The proper form (acquired from an AMRA official at Tech-In) will require the signatures of the supervising pilots and approval of the events Technical Official.

CT-14 This form will be filed at the AMRA mobile office before the new pilot will be allowed to make any qualifying attempts for the day.

CT-15 New Professional Pilots will be required to Perform to a minimum performance Level for their Class, and be accepted by the Majority of their Fellow Participants. No Exceptions

POINTS EARNING PROCEDURE

ENTRY POINTS

50 points will be awarded for each event entered.

QUALIFYING POINTS

The first qualifying position in a determined field, in all classes except "E", will earn 80 points. (The "E" class does not receive qualifying points because of its structure.) Each step down that field will be decreased by five points. And qualifying below 16 will result in 1 point being awarded.

Example - Qualify 16 Bike Field:

#1---80 points # 9---40points
#2---75 points #10---35 points
#3---70 points #11---30 points
#4---65 points #12---25 points
#5---60 points #13---20 points
#6---55 points #14---15 points
#7---50 points #15---10 points
#8---45 points #16--- 5 points

ELIMINATION POINTS

ROUND WINNERS-----50 POINTS (except final round, which is 100 points)

ROUND LOSER-----25 POINTS (except final round, which is 50 points)

ROUND NO SHOW -----10 POINTS 35

USE OF ALTERNATES & POINT ACCUMULATION

A Nine-Bike Ladder of competition does not exist in the AMRA. However, with nine entries, the 9th qualifier will be issued qualifying points for the 9th position if the original field size was determined to be more than an eight-bike field. If a designated alternate machine is substituted and used in any field, the alternate machine will also be issued round points. Example: If a 17th place (or higher) alternate is used in a 16 bike field, even though the rider would not be issued qualifying points, the rider would be issued round elimination points. All classes will use the same point system. Points will be awarded, during the season, to the bike, rider, owner, combination. Using the "2 against 1 Rule", tempered with applied common sense. Examples: If a Rider Leaves a Bike, Owner combination, Points stay with the Bike & Owner, If a Bike and Rider Leave an Owner, the Points stay with the Bike and Rider. If the Bike is replaced by the Rider and Owner the Points stay with the Rider and Owner. Since the earned number plate stays with said combination, it will be the burden of the owner and rider to work out any agreements pertaining to the earned number plate staying with a Bbke being sold or replaced. The owner and rider will then notify the AMRA National Office of that agreement, when the machine & rider places in the national first five place in any class. Ownership of leased equipment will be determined by the contract between parties.

DETERMINATION OF NATIONAL CHAMPIONS

Points for all Classes will be based on the sum of all points accumulated during National Points Events. In the occurrence of a tie in the first five places, in the final point tally for National champion determination, the tie breaker will be based on:

Participation - The racer with the greater number of events attended. In the case of an equal number of events attended:

Performance - The racer with the lowest average green light Elapsed Time [or Reaction Time for "E" Racers] produced at all of the events attended.

DETERMINATION OF REGIONAL CHAMPIONS

Points for all Classes will be based on the sum of all points accumulated during the total number of scheduled Regional point meets of your region. The occurrence of a tie will be resolved by the Regional Management.

2019 OPERATIONAL REGIONS

A minimum of one of the Regional Events will be staged at an AMRA National

Event [Dual Points]. The Can-Am Series is currently an Operational Regional AMRA Series. The Southern Region is forming as well as an Eastern Seaboard Regional Series. Others may follow. These Regional Series' should prove to be an asset to the AMRA while providing participants with an opportunity to compete in a points series within a reasonable driving distance of their home base.

QUALIFYING & STAGING

EVENT QUALIFYING

EQ-1 During two-day events, The entire field will be qualified during the first day.

EQ-2 During multiple day events, all inspection and Tech-in procedures will be processed and completed by the end of the first day of AMRA activity. In order for any machine to be qualified to participate in multiple day events, it must be entered and inspected on the first day. Exceptions may be made for the Eliminator Class.

Q&S (QUALIFYING)

Q&S-1) Qualifying positions will be based on ascending E.T's. In the event of a tie for a qualifying position, the machine with the fastest M.P.H. will be given the favorable qualifying position.

Q&S-2) Unless otherwise directed by the lineman, machines must alternate lanes for every successive qualifying attempt.

Q&S-3) During qualifying rounds, only one pass will be allowed during each allotted time period. There may be two or three qualifying attempts for the day. The number depends on the length of the event and will be documented in the racer instructions given to each participant at tech-in.

Q&S-4) Should the pit crew need a test and tune pass before qualifying, it must be done during the test and tune period. In special cases, an out of turn pass can be done only with the approval of the lineman.

Q&S-5) New Entries may change classes before qualifying has ended, but not after qualifying has been closed.

Q&S - ELIMINATIONS

Q&S-6) First round alternates will be substituted in any qualified field when a qualified bike is unable to make the staging call. The alternate will be paid any win money where applicable.

Q&S-7) Prize money will be earned only if a bike has left the line, with an official start, under it's own power. Any motorcycle unable to leave the line under it's own power will not earn money for that round even during a bye run.

Q&S-8) The substitution of first round alternates will be at the sole discretion of the starter. A holding area will be designated for first round alternates at each event.

Q& S-9) All qualified bikes must report to the pre staging area within 10 minutes of the announced staging call or the alternates will be called up.

Q&S-10) Lane choice at the start of elimination's, will be determined by the lowest elapsed time of the qualifying session. The rider with the lowest E.T. gets lane choice. The E.T. of the prior round determines subsequent rounds and choice. The rider with the lowest E.T. gets lane choice. In the case of identical E.T.'s, the machine producing the prior round high M.P.H. will get lane choice.

Q&S-11) Should a racer receive a red light foul start and his component cross the lane boundary line, the lane crossing foul would prevail, and the rider committing the red light start (if the pass is completed) would be reinstated and win the round.

Q&S-12) A red light does not constitute a disqualification during a bye run or qualifying.

Q&S-13) In competition, if both machines break after the start of the elimination round, the first machine and rider crossing the finish line will be declared the winner. No outside help will be allowed during this process. (If you're going to push it to the finish line, you must do it by yourself.) Anyone, other than the rider, touching a machine after taking the lights, will result in the immediate disqualification of that machine for the round.

Q&S-14) When a machine launches under its own power and then stalls on an elimination bye run, the machine will be credited with a completed run. During an elimination pairing, a red light foul would determine a loss even if the other machine could not finish the pass.

Q&S –DURING QUALIFYNG AND ELIMINATIONS

Q&S-15) Contestants are required to notify the tower, if they are built into a ladder and have broken beyond repair for the event.

Q&S-16) Once a gasoline fueled machine reaches the front of the staging lanes for a run, it must be prepared to fire and race.

Q&S-17) Other than gasoline fueled machines (nitro, alcohol, etc.) will be walked to the back of the water box, with their starting equipment, and then be fired.

Q&S-18) The practice referred to, as "deep staging" is not permitted in the professional or semi-professional classes.

Q&S-19) Staging must be done under the machine's own engine power.

Q&S-20) After the initial burnout, it will be the responsibility of both the racers to pre-stage and then stage together.

Q&S-21) When staging, both contestants must have their pre-stage lights activated before either may advance into the stage beams.

Q&S-22) A reasonable amount of time will be allowed for riders to stage. The time limit will be determined by the sole and absolute discretion of the official starter. Failure to stage upon the starter's instructions is possible grounds for disqualification.

Q&S-23) Any rider leaving the starting line before the start system is activated, or so instructed by the starter, will have their time voided.

Q&S-24) The rider, or a crewmember, must stay with their machine when it is in the staging lanes. No more than two (2) crewmembers are allowed with a machine during staging.

Q&S-25) A substitute machine may be used to replace a machine, during qualifying, which can't continue to compete because of breakage. The procedure will be that the broken machine is withdrawn from the event, the substitute must be entered, teched and then qualified. If the broken machine is already locked into a qualifying position, a substitute will not be allowed but the entrant will receive all points due that position.

Q&S-26) Only Professional Class machines are allowed across the starting line burnouts.

Q&S-27) After an across the line burnout it is not allowable to turn on the track and ride the machine back to the starting line.

Q&S-28) The AMRA line crew may give special line bumping consideration to fuel class machines making tune and test passes after they are running. The pass in no way will count for qualifying.

Q&S-29) It is considered a lane crossing when any portion of a tire touches the center painted line surface and/or any part of the tire crosses the outside lane boundary. In cases where both opponents cross the center line or outside line, both riders will be disqualified, Unless the first offender causes evasive action.

Q&S-30) Lane crossing does not apply on bye runs. A rider making a bye run is considered the automatic winner once he stages and receives the start.

MACHINE PAIRING

MP-1 The pairing of motorcycles, utilizing a ladder for the elimination procedure, will be based on the lowest green light E.T. produced being the number one machine and the scale ascending in order.

The pairings will be:

16 Bike Field:

1 & 16, 2 & 15, 3 & 14, 4 & 13, 5 & 12, 6 & 11, 7 & 10, 8 & 9

14 Bike Field:

1 & 14, 2 & 13, 3 & 12, 4 & 11, 5 & 10, 6 & 9, 7 & 8

12 Bike Field:

1 & 12, 2 & 11, 3 & 10, 4 & 9, 5 & 8, 6 & 7

10 Bike Field:

1 & 10, 2 & 9, 3 & 8, 4 & 7, 5 & 6

8 Bike Field:

1 & 8, 2 & 7, 3 & 6, 4 & 5

6 Bike Field:

1 & 6, 2 & 5, 3 & 4

4 Bike Field:

1 & 4, 2 & 3

MP-2 In the event of an odd numbered qualifying field, the lowest E.T. motorcycle will be put on the ladder as a Bye run. Subsequent BYE's are given to the #2 qualifier side of the ladder, then back to the #1 side and so on.

FIELD NUMBERS

Top Fuel Qualify 8 Modified Qualify 16

N/FB Qualify 8 Pro Modified Qualify 16

P/F Qualify 16 Altered Street Classes Qualify 16

P/G Qualify 16 Index Qualify 16 [or 32]

"E" Class All Qualify

RECORDS

R-1 In order to insure the validity of new records, a back-up performance of within 1% of the new record is required at the same event. The lowest E.T. or highest MPH of the pair will be the prevailing record if it is within the 1% range. It is the responsibility of the rider/crew to provide AMRA officials with record documentation (time slips).

R-2 Record attempts, and back up attempts, will be made in the normal course of the event. This means that when the event is over, we will not allow an extra run for the purpose of a back-up.

R-3 E.T. and M.P.H. readings will not be taken from tune and test passes for record calculations. Readings for records will be taken from qualifying and elimination passes only.

NEW RECORD POINTS

(Only one record, per class, per event will be awarded)

ALL NEW----- E.T. records receive 50 points

ALL NEW----- M.P.H. records receive 50 points

ALL NEW----- "Eliminator" records receive 50 points

RECORD SETTING MACHINES

RSM-1 Any record setting machine must be re-inspected/re-teched at the same event. The extent of tech is at the AMRA Tech Officials discretion. If a record-setting pass is made, the machine may be inspected immediately following the pass. This inspection may include any rule for which the rider or machine is required to comply with.

RSM-2 Records will need to be reported prior to the following event. All records set at the National Finals must be reported within one week.

PROTESTING PROCEDURE

P-1 The protest will be filed, in writing, by a competitor and an AMRA official be notified of the protest as soon as possible. The "Inspection Team" shall consist of the AMRA Tech Inspector and an individual representing the class involved in the protest. If either is unable to attend, the AMRA Event Director will appoint replacements.

P-2 Areas protested must be outlined in writing before the protest will be accepted. Every point listed on the written protest will be completely discussed between the protester(s) and the Inspection team. There must be a mutual understanding of all issues.

P-3 A protested drive train component must be disassembled for inspection by the machine owner and/or the crewmembers. The Inspection Team will not remove any part from the protested bike nor will they show these parts to the protesters. All information about the bike must remain confidential, regardless of the results of protest. The inspection team will NOT

debate its findings or opinions during the investigation. Findings will only be discussed with AMRA Event Director after inspection is complete.

P-4 Each alleged individual and documented infraction, which requires a tear down, will be accompanied by a \$200.00 cash protest fee per item. (Example: Cubic inches, \$200.00 + Cams, \$200.00 equals a \$400.00 protest fee.) If the protest has to do with something that is visual (fuel, chassis, etc.) A \$100.00 cash fee must accompany the written protest.

P-5 The protest can be posted with a tech official at any time during the event, but it will be posted no later than fifteen (15) minutes after the completion of the day's race event.

P-6 If the protested party refuses to tear down at the event the protest is filed, or is found to be in violation, they will be disqualified and ruled illegal. The protest fee will then be returned to the protesting party.

P-7 If the protested machine is found to be in compliance, the owner of the machine will keep the protest fee for their inconvenience. The AMRA Event Director will hold protest money until determination of legality has been made and will distribute money accordingly.

P-8 Any rider that is found to be operating an illegal machine will forfeit all accrued points and records for the season. The rider will be suspended for two points meets.

P-9 The participants, organizations or manufacturers involved shall have no recourse.

P-10 At no time will there be a gathering of protesters at the teardown site. The AMRA officials will notify protesters in writing of the results. Every effort will be made to assure, to both sides of the protest, that the people involved in the inspection are technically qualified and fair in their rulings.

PRODUCTION PARTS

PP-1 In order to qualify for a production part, a minimum of 250 pieces must have been made available to the general racing groups. In questionable cases, certification of amount, availability and the supply sources may be requested from the manufacturer before the part is deemed usable by the technical inspection teams.

NEW RULES, REQUEST TO CHANGE EXISTING RULES

NR-1 Any new rule, request, or suggestion to change existing rules should be submitted, in writing, to the AMRA Head Office. Supporting documentation must accompany the request. The request will be submitted to the board for study and vote at their earliest convenience.