

# 2015 RULES PROPOSALS SUMMARY

On July 14, AHRMA's Board of Trustees met to review rules proposals for the 2015 racing season. A summary of the proposals is below, along with the preliminary Board decisions. Members are invited to provide feedback on each of the proposals prior to the October 13 meeting, when final determinations will be made. Voting Trustees are: Carl Anderson, Fred Guidi, Jerry Grakauskas, Mark Hatten, Dave Janiec, Fred Mork, Debbie Poole, Rob Poole, Pat Riley, Beno Rodi, Corky Root and Kelly Shane. Each Trustee's initials are listed by his/her actions below.

## **REDEFINE AHRMA'S EAST/WEST REGIONAL BOUNDARY**

Include all of Louisiana in AHRMA's Western Region, rather than strictly follow the Mississippi River as the East/West boundary, which leaves a small portion of LA in the East. **(Michael C. Taylor)**

*Discussion: FG motion to table, and investigate bylaws ramifications, CA seconded. The vote was 12-0 in favor of the motion.*

## **OFF-ROAD EVENT REGIONS**

Create a new region for Florida, separate from the Southeast region. **(Michael C. Taylor)**

*July Board: (0 For/12 Against)*

*Discussion: DP motion to vote, FG seconded.*

## **VIDEO CAMERAS**

Create new road racing rule: "Helmet-mounted video cameras are not allowed. Video camera mounting brackets must be bolted to the motorcycle, and cameras must be tethered to the motorcycle." **(Calvin C. Lewis)**

*July Board: (12 For/0 Against)*

*Discussion: DJ motion to vote, CA seconded.*

## **TRUSTEES**

Proposal: Newly-elected persons cannot be on the AHRMA Board of Trustees or represent AHRMA if found to be a convicted criminal, felon or sex offender. A compulsory background check may be enforced. **(Andrew Hamilton Cowell)**

*July Board: (0 For/12 Against)*

*Discussion: DP motion to vote, FG seconded.*

## **3.3.2 and 3.3.14 – Technical Inspection (helmets)**

Make the portion of rule 3.3.2, regarding off-road helmets, align with rule 3.3.14.

Suggested new wording: Helmets, both full- and open-face, used by competitors in Vintage MX, Post Vintage MX and Cross Country must meet U.S. Department of Transportation (DOT) standards, Snell M2005 or higher, or current FIM standard.

**(Matt Hilgenberg)**

*Discussion: JG motion to table, and ask Risk Management Committee investigate, FG seconded. The vote was 12-0 in favor of the motion.*

## **3.3.14 – Technical Inspection (helmets)**

Remove the Snell year-certification requirement from the road racing helmet rule, but retain the requirements that helmets must meet Snell and BSI certification, and be

manufactured in the prior 60 months. **(Bill Gillis)**

*July Board: (0 For/12 Against)*

*Discussion: DJ motion to vote, DP seconded. Risk Management Committee to review.*

## **3.4.1.d – Rider Eligibility (minimum age)**

Reduce the minimum age for motocross participants to 12 years. **(Four separate proposals received – Kent Cameron, Gene Claypool, Deric Sauls and Michael C. Taylor)**

*Committee: No. July Board: (1 For (JG)/11 Against)*

*Discussion: DP motion to vote, RP seconded.*

## **3.6 – Roadrace Procedures**

Require a mandatory rider's meeting at on each day at every event, before any rider goes on track. **(Jerrett Martin)**

*Discussion: It was determined that this is an operational procedure, and not a Handbook item. DJ made a motion to convey to AHRMA staff that "It is the sense of the Board that every effort should be made to have rider's meetings or printed materials available to participants before they enter the racing surface." CA seconded. The vote was 12-0 in favor of the motion.*

## **4.5.b – Entry Fee**

Eliminate or modify the free-event-entry policy for riders 70 years of age or older. *(See original document for nine suggested options).* **(Reese Dengler)**

*July Board: (0 For/12 Against)*

*Discussion: JG motion to vote, FG seconded.*

## **5.5 – Technical Inspector**

Change wording as follows: "The Technical Inspector shall work directly under the supervision of the Race Director to ~~make sure~~ ENSURE all competing motorcycles and racers are in compliance with the rules ALL SAFETY REGULATIONS." **(Mark Hatten)**

*Discussion: It was determined that the current Handbook wording is acceptable. RP made a motion to add line 5.5.g "A machine that passes Tech Inspection is not automatically certified as eligible for the class in which it's entered. However, the Tech Inspector is authorized to make eligibility determinations." FG seconded. The vote was 12-0 in favor of the motion.*

## **5.6 – Eligibility Scrutineer**

Eliminate this Official position and remove this paragraph from the Handbook. **(Mark Hatten)**

*July Board: (12 For/0 Against)*

*Discussion: JG motion to vote, RP seconded.*

## **SECTION 9 – GENERAL ROADRACING RULES**

### **9.4.1 (Lockwire Requirements) 10.4.1A.i (Class C) and 10.4.2A.g (Pre-'40 GP)**

Change wording in all three to read: "Total-loss oiling is not permitted. Any machine with a non-recirculating oiling system must be equipped with unbreakable catch bottles and/or a "select pad" diaper system of sufficient capacity. Oil must not be deposited on the track." (Matt Hilgenberg)

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: BR motion to vote, FG seconded.*

### **9.4.q – Lockwire Requirements**

Change to read: "Throttle cable(s) must be lockwired to the carburetor linkage or body. If throttle cables are not crimped into the twistgrip or inline adjusters, they must also be wired to retain cable(s) in ferrules." (Calvin C. Lewis)

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: DJ motion to vote, BR seconded.*

### **9.6.5 – Scoring and Series Points Awards**

Make all roadrace series events count toward the season championship, rather than a rider's 10 best finishes. (Ron Mousouris)

*Committee: No. July Board: (0 For/12 Against)*

*Discussion: DJ motion to vote, FG seconded.*

### **9.6.5 – Scoring and Series Points Awards**

Change the absolute season championship tiebreaker to the results of the riders' head-to-head competition, rather than being decided on age. (David Bourbeau)

*Discussion: It was decided that head-to-head competition should be factored-in to the tiebreaker determination, as follows: "Year-end scoring ties will be broken by the greatest number of first-place finishes, then second-place finishes, third-place, etc. If still tied, the position will be awarded to the rider with the better results in any head-to-head, on-track meetings. In the event of an absolute tie, the oldest rider wins." JG motion to accept this revised proposal, FG seconded. The vote was 12-0 in favor of the motion.*

### **9.7.15.a – Ignition (vintage roadrace)**

Update wording to: "Conversion to electronic (pointless) ignition is permitted in all classes. Ignitions may be relocated on/in the engine, and programmable and/or digital systems are allowed. Electronic engine-management systems are not permitted. Any system that provides dynamic (vehicle in motion) electronic adjustments via rider selection or any other means is illegal." (Matt Hilgenberg)

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: DJ motion to vote, RP seconded.*

### **9.7.16 – Reed Valves (vintage roadrace)**

Change wording to: "Reed petals may be metal or fiber. No cage restriction." (Scott McCain)

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: FG motion to vote, DJ seconded.*

### **9.7.16 – Reed Valves (vintage roadrace)**

Allow carbon fiber reed petals to be used. They are no longer exotic and can be purchased off-the-shelf for many machines. (Matt Hilgenberg)

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: DJ motion to vote, RP seconded.*

### **9.8.1.k.2 – Mechanical Requirements (modern roadrace Supersport induction)**

Add the following sentence: "Add-on ignition/injection modules, such as Power Commanders, may be used." (Mark Hatten)

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: RP motion to vote, DP seconded.*

### **9.8.1.k.3 – Mechanical Requirements (modern roadrace Supersport induction)**

Add the following wording: "Entire OEM airbox system must remain without modification." (Proposal is a result of Board discussion)

*July Board: (12 For/0 Against)*

*Discussion: CA motion to vote, DP seconded.*

## **SECTION 10 – REQUIREMENTS FOR ROADRACING CLASSES**

### **Section 10 (Introduction)**

Remove BEARS from the Grand Prix section of the Section 10 introduction. (Matt Hilgenberg)

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: RP motion to vote, DJ seconded.*

### **Honda CB160 Le Mans class**

Raise the entry fee for this exhibition class to the same as other roadrace classes. (Bob Burns)

*Committee: No. July Board: (0 For/12 Against)*

*Discussion: JG motion to vote, RP seconded.*

### **10.2.4 – 250 Grand Prix**

Remove the Benelli 250cc four-cylinder, streetbike-based replica from the list of eligible motorcycles. (Michael Moore)

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: RP motion to vote, DP seconded.*

### **10.2.5 – 200 Grand Prix Plus**

Add the following to the eligible bike list: 1974-'76 Honda CB200 twin; 1967-'69 Suzuki T200; 1971-later Kawasaki F7 175cc single; 1971-later Suzuki TS185 185cc single. (Michael Moore)

*Committee: No. July Board: (0 For/12 Against)*

*Discussion: RP motion to vote, CA seconded.*

### **10.2.5 – 200 Grand Prix Plus**

Allow all air-cooled machines a minimum of the 200cc class displacement, plus overbores. (Michael Moore)

*Committee: No. July Board: (0 For/12 Against)*

*Discussion: DP motion to vote, DJ seconded.*

### **10.2.5 – 200 Grand Prix Plus**

Increase the carburetor size on two-stroke singles that are currently restricted to 30mm "to at least 32mm, and consider increasing two-stroke twins to 24mm." (Michael Moore)

*Committee: No. July Board: (0 For/11 Against/1 Recuse (DJ))*

*Discussion: DP motion to vote, FG seconded.*

### **10.2.5 – 200 Grand Prix Plus**

Allow all two-stroke twins a maximum of 195cc. (Paul Piskor)

*Committee: No. July Board: (0 For/10 Against/2 Recuse (CA, DJ))*

*Discussion: JG motion to vote, DP seconded.*

### 10.3.3 – Formula 250

On the eligible bike listing of “H-D/Aermacchi, pre-1973, two-stroke,” drop the words “two-stroke” and allow 350cc four-stroke H-D/Aermacchi singles. **(Dave Roper)**  
*Committee: No. July Board: (12 For/0 Against)*  
*Discussion: RP motion to vote, DP seconded.*

### 10.3.4 – Formula 125

Remove the abbreviation “min.” from the carburetor restrictor plate wording in to match that in the 9.7.14b general carburetor rule. **(Matt Hilgenberg)**  
*Committee: Yes. July Board: (12 For/0 Against)*  
*Discussion: DJ motion to vote, DP seconded.*

### 10.3.4 – Formula 125

Add Yamaha RD125 to the eligible bike list. **(Matt Hilgenberg)**  
*Committee: Yes. July Board: (12 For/0 Against)*  
*Discussion: FG motion to vote, DJ seconded.*

### 10.3.6.b – Requirements and Modifications for Formula 125/250/500

Modify wording as follows: “All machines must be equipped with racing exhaust systems; silencers are required. ~~on two-strokes and encouraged on others.~~ See rule 9.3h.” **(Matt Hilgenberg)**  
*Committee: Yes. July Board: (12 For/0 Against)*  
*Discussion: DP motion to vote, RP seconded.*

### 10.4.1A.j – Requirements and Modifications for Class C

Change the allowable overbore for a pre-unit Triumph 500 engine fitted with a 650 crankshaft from .020” to .030”. **(Matt Hilgenberg)**  
*Committee: Yes. July Board: (12 For/0 Against)*  
*Discussion: FG motion to vote, RP seconded.*

### 10.4.3 – Classic Sixties

Change the clarification for unit-construction Triumph T100 to: “Triumph unit-construction twins are intended as entry level and must include the following: The frame must be the pre-1967 Triumph 500 “gooseneck” design (factory-produced with the gas tank as a structural member of the frame, a bolt-in backbone piece, or the 1966-style welded-in small-diameter tube from the top of the steering head stock to the tank/seat junction. Up to serial number H49832). The engine must be of the type that uses a bushing on the timing side of the crank’s mainshaft, although it is not necessary to utilize the distributor-type ignition. The cylinder head must be of the pre-’67 “squishband” type. The maximum carburetor size is 28mm, and bikes must conform to all other Classic Sixties rules.” **(Matt Hilgenberg)**  
*Committee: Yes. July Board: (12 For/0 Against)*  
*Discussion: DJ motion to vote, RP seconded.*

### 10.4.3 – Classic Sixties

Remove any/all reference(s) to a Classic Sixties 350 class. **(Matt Hilgenberg)**  
*Committee: Yes. July Board: (12 For/0 Against)*  
*Discussion: JG motion to vote, DP seconded.*

### 10.4.3 – Classic Sixties 650

Allow iron-head Harley-Davidson Sportsters, up to 1000cc (like-design through 1985; drum brakes required). **(Wes Orloff)**  
*Committee: No. July Board: (0 For/12 Against)*  
*Discussion: DJ motion to vote, RP seconded.*

### 10.5.3 – Sportsman 750

Allow the Honda CB750 in this class. **(Bob Burns)**  
*Committee: No. July Board: (0 For/12 Against)*  
*Discussion: DP motion to vote, DJ seconded.*

### 10.6.1 – Novice Historic Production

Change wording as follows: “This class is intended for novice and returning non-professional veterans, not seasoned racers.” **(Calvin C. Lewis)**  
*Committee: Yes. July Board: (12 For/0 Against)*  
*Discussion: JG motion to vote, FG seconded.*

### 10.6.1 – Novice Historic Production

Allow newer machines in both Lightweight and Heavyweight. **(Bob Burns)**  
*Committee: No. July Board: (0 For/12 Against)*  
*Discussion: DJ motion to vote, FG seconded.*

### 10.7 – BEARS

Allow iron-head Harley-Davidson Sportsters, up to 1000cc (like-design through 1985; drum brakes required). **(Wes Orloff)**  
*Committee: Yes. July Board: (12 For/0 Against)*  
*Discussion: DJ motion to vote, DP seconded.*

### 10.8.2.c.9 – Vintage Superbike (tires)

Revise the tire rule to allow slicks. **(Wes Orloff)**  
*Committee: No. July Board: (1 For (CA)/11 Against)*  
*Discussion: FG motion to vote, DP seconded.*

### 10.8.3.b – Vintage Superbike Middleweight

Confirm that the 1982 Kawasaki GPz550 is to be removed from Vintage Superbike Middleweight, for the 2015 season, after its one-year probation period in ‘14.  
*Committee: Yes. July Board: (12 For/0 Against)*  
*Discussion: DJ motion to vote, FG seconded.*

### 10.8.3.c – Vintage Superbike Lightweight

Increase the absolute displacement limit for Honda CB350F and CB400F to 424cc, which would allow .040” overbore. Stock displacement on standard bore is 408cc. **(William Brian Wells)**  
*Committee: Yes.*  
*Discussion: DJ made a motion to accept the concept, but limit the overbore to +.020” (417cc), which is in line with AHRMA’s general overbore rule for four-cylinder engines. FG seconded.*  
*The vote was 12-0 in favor of the motion.*

### 10.8 (New class recommendation)

Create a new class, Formula Superbike, which would include machines from Vintage Superbike, Next Gen Superbike and Open Two-Stroke. **(Wes Orloff)**  
*Committee: No. July Board: (0 For/12 Against)*  
*Discussion: JG motion to vote, DJ seconded.*

### 10.10 – Sidecars

Publish the complete Sidecar rules in the 2015 Handbook, essentially as submitted by Ken Kyler.  
*July Board: (12 For/0 Against)*  
*Discussion: RP motion to vote, CA seconded. Action is pending formation of a Sidecar rules committee, which will then review the submission.*

### 10.12 – Battle of Twins (BoT)

Create a new Battle of Twins class which allows unlimited-displacement air-cooled twins. **(Mark Hatten)**  
*Committee: Yes. July Board: (12 For/0 Against)*  
*Discussion: DJ motion to vote, FG seconded.*

### 10.12.1.a – BoT Formula 3

Allow machines currently competing in the AMA Pro XR1200 series to compete in BoT F3. **(Two separate proposals received – Greg Hutcheson, Wes Orloff)**

*Committee: Yes. July Board: (7 For (RP, KS, JG, FM, BR, CA, DJ)/2 Against (MH, PR)/3 Abstain (FG, CR, DP))*

*Discussion: RP motion to vote, after confirmation that the machines run under AHRMA Supersport rules. CA seconded.*

### 10.12.1.a – BoT Formula 3

Remove the following statement: “Suzuki SV650, Kawasaki 650R, Buell XB9R, Ducati 800SS and Monster limited to Supersport specifications (see 9.8.1); otherwise must compete in F2.” **(Kevin Burns)**

*Committee: No. July Board: (0 For/12 Against)*

*Discussion: RP motion to vote, CA seconded.*

### 10.12.1.a – BoT Formula 3

Change class name to Sound of Thunder 3. **(Mark Hatten)**

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: DP motion to vote, RP seconded.*

### 10.12.1.b – BoT Formula 2

Change class name to Sound of Thunder 2; allow any SoS or Motard, unlimited air-cooled twins, and triples up to 675. **(Mark Hatten)**

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: FG motion to vote, CA seconded.*

### 10.12.1.b – BoT Formula 2

Allow all air-cooled twins unlimited displacement. **(Wes Orloff)**

*Discussion: (This proposal was covered by the above action).*

### 10.12.1.c and 10.14 – BoT Formula 1 and Sound of Thunder

Confirm that the two classes are to be combined for the 2015 season, as announced.

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: DP motion to vote, RP seconded.*

### 10.12.1.d – Thruxton TransAtlantic Challenge (TTAC)

Proposal for significant rules changes, including multiple class divisions within the TTAC. **(Fred Willink)**

*Committee: No. July Board: (0 For/12 Against)*

*Discussion: RP motion to vote, JG seconded.*

### 10.12.1.d – Thruxton TransAtlantic Challenge

Add the following rule: “OEM triple clamps must be used. Thruxtons may update or backdate the OEM triple clamps to run either handlebars or clip-ons, at the rider’s preference.”

**(Mark Hatten)**

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: RP motion to vote, CA seconded.*

### 10.12.1.d – Thruxton TransAtlantic Challenge

Allow handlebars to be run on Thruxtons, in place of clip-ons.

**(Jarrett Martin)**

*Discussion: (This proposal was covered by the above action).*

### 10.12.1.d – Thruxton TransAtlantic Challenge

Allow Harley-Davidson 883/1200 Sportsters to convert to 18” wheels, front and rear. **(Jarrett Martin)**

*Committee: No. July Board: (0 For/12 Against)*

*Discussion: CA motion to vote, PR seconded.*

### 10.12.1.d – Thruxton TransAtlantic Challenge

Allow Harley-Davidson 883/1200 Sportsters the following: “Wheels may be replaced with an 18” front and 17” rear, non-OE (no carbon fiber) of a spoke or mag design. Hubs may be machined to allow for OE dual disc brakes as found on the 883R and 1200S models. **(Harrison Withers)**

*Committee: No. July Board: (0 For/12 Against)*

*Discussion: RP motion to vote, FG seconded.*

### 10.12.1.d.8 – Thruxton TransAtlantic Challenge

Change to read: “Secondary air system may be removed. Airbox intake snorkel may also be removed.” **(Calvin C. Lewis)**

*Committee: No. July Board: (0 For/12 Against)*

*Discussion: RP motion to vote, FG seconded.*

### 10.12.1.d.9 – Thruxton TransAtlantic Challenge

Eliminate mandatory 10x12 rectangle number plates. Allow oval plates and/or 6” minimum numbers on the seat cowl. **(Jarrett Martin)**

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: RP motion to vote, CA seconded.*

### 10.12.1.d.11 – Thruxton TransAtlantic Challenge

Remove text allowing for backdating of parts; only allow updating of parts. **(Jarrett Martin)**

*Committee: No. July Board: (0 For/12 Against)*

*Discussion: RP motion to vote, CA seconded.*

## A look at the proposed 2015 SoS/BoT/SoT class realignment

Five of the 2015 modern road racing rules proposals fit together as a package, aimed at streamlining and updating the SoS/BoT/SoT classes, which are part of AHRMA’s commitment to featuring alternative modern racing classes alongside our vintage classes. They are as follows:

- 1) Change the name of Battle of Twins (BoT) F3 to Sound of Thunder (SoT) 3 to align with other classes.
- 2) Change the name of Battle of Twins F2 to Sound of Thunder 2, and allow any Sound of Singles (SoS) or Motard machine; triples up to 675; and unlimited air-cooled twins. This gives SoS and Motard machines an appropriate bump class, allows popular triples like the Triumph or the MV Agusta to compete with modern middleweight twins, and provides a bump class for all bikes in the new Battle of Twins class (see #4 below).
- 3) Change the name of Sound of Thunder to Sound of Thunder 1 to align with other classes. This class includes bikes formerly in BoT F1.
- 4) Create a new class: Battle of Twins, open to unlimited displacement air-cooled twins. Time and technology have essentially obsoleted the air-cooled twin as a modern racebike, but it’s still a favorite with a long and rich AHRMA history.
- 5) Create a new class: Formula Thunder, which will be the bump class for all SoS, BoT, SoT and Next Gen Superbike motorcycles.

#### 10.12.1.d.12 – Thruxton TransAtlantic Challenge

Remove this rule, which allows Bonneville to be converted to Thruxton trim. **(Two separate proposals – Mark Hatten, Jarrett Martin)**

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: RP motion to vote, DP seconded.*

#### 10.12.1.d.vi – Thruxton TransAtlantic Challenge (H-D Sportster rules)

Modify to read: “Aftermarket air filter and/or aftermarket air cleaner may be used. No scoops or ducting allowed in front of the filter element.” **(Harrison Withers)**

*Committee: No. July Board: (0 For/12 Against)*

*Discussion: DP motion to vote, BR seconded.*

#### 10.13.1.a and b – Sound of Singles (SoS) 1, SoS2

Retain the SoS2 class, rather than combining it with SoS1 for the 2015 season, as announced. **(Three separate proposals received – Kevin L. Brown, Stu Carter, David Rutherford)**

*Committee: No. July Board: (0 For/12 Against)*

*Discussion: JG motion to vote, DP seconded.*

#### 10.13.1.a and b – Sound of Singles (SoS) 1, SoS2

Confirm that the two classes are to be combined for the 2015 season, as announced.

*Committee: Yes. July Board: (10 For/0 Against/*

*2 Abstain (KS, RP))*

*Discussion: DP motion to vote, CA seconded.*

#### 10.13.1.c – SoS3

Allow air-cooled 350cc four-strokes in SoS3. **(Dave Roper)**

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: JG motion to vote, RP seconded.*

#### 10.14 – Sound of Thunder

Change class name to Sound of Thunder 1. **(Mark Hatten)**

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: DP motion to vote, CA seconded.*

#### 10.15 – Open Two-Stroke

Confirm that the formation of Open Two-Stroke for the 2014 season has eliminated the Open Grand Prix exhibition class.

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: RP motion to vote, CA seconded.*

#### (No section number for reference – new class recommendation)

Create a new class – Formula Thunder – to serve as a bump class for all SoS, BoT, SoT and Next Gen Superbike motorcycles.

**(Mark Hatten)**

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: JG motion to vote, FG seconded.*



## SECTION 11 – VINTAGE MOTOCROSS

### 11.1.3.b – Premier 500

Change the allowable frame description for unit-construction Triumph 500s to: The frame must be the pre-1967 Triumph 500 “gooseneck” design (factory-produced with the gas tank as a structural member of the frame, a bolt-in backbone piece, or the 1966-style welded-in small-diameter tube from the top of the steering head stock to the tank/seat junction. Up to serial number H49832). **(Matt Hilgenberg)**

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: CA motion to vote, RP seconded.*

### 11.1.6.c – Classic 125

Eliminate the contact-breaker ignition requirement for four-stroke Hondas. **(Pete Fisher)**

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: RP motion to vote, DJ seconded.*

### 11.1.7 – Classic 250

Relax restrictions on the Rickman Montesa to allow any Rickman Montesa frame, and any non-Japanese, pre-Sportsman-era forks and hubs. **(Pete Fisher)**

*Committee: No. July Board: (0 For/11 Against/1 Abstain (JG))*

*Discussion: RP motion to vote, DJ seconded.*

### 11.1.8 – Classic 500

Further define the CZ 360 twin port as: “360cc maximum, must use original lower-end with crankshaft-mounted clutch”. **(Matt Hilgenberg)**

*Committee: Yes.*

*Discussion: RP motion to change “maximum” to “plus allowable overbore”, then accept. DP seconded. The vote was 12-0 in favor of the motion.*

### 11.3 – Motocross Rider Grading System

Reduce the Novice-skill-level classes to a total of five: Premier, Classic, Sportsman, Women and 60+. **(Patti Root)**

*Committee: No.*

*Discussion: DJ motion to accept, with the addition of Open Age, 40+, 50+. JG seconded. Vote was 12-0 in favor of the motion*

#### (No section number for reference – new class recommendation)

Create a new Sportsman 200 class for single- and twin-cylinder engines in any Sportsman-legal chassis. Overbored 125s would be legal, but no sleeved-down 250s. **(Pete Fisher)**

*Committee: No. July Board: (2 For (BR, JG)/10 Against)*

*Discussion: DJ motion to vote, RP seconded.*

#### (No section number for reference – new class recommendation)

Create a new class for Honda XR75s or air-cooled 80s. **(Roger Harris)**

*Committee: No. July Board: (0 For/12 Against)*

*Discussion: DJ motion to vote, RP seconded.*

#### (No section number for reference – new class recommendation)

Create two new classes, provisionally called Early Sportsman Stock 250 and Early Sportsman Stock 500, to be populated by machines that are too technologically advanced for the Classic classes, but somewhat behind the latest Sportsman-eligible

machines. (Eric Matthews, w/letters of support from seven additional members)

*Committee: No.*

*Discussion: It was determined that this class should be adopted, with several revisions to the original proposal. DJ made a motion to accept the revised class structure, RP seconded. The vote was 11 For, 1 Against (RP) the motion.*

## **SECTION 12 – POST VINTAGE MOTOCROSS**

### **12.1.2 – Historic 125**

Add the Honda MT125 and 1974-'77 Honda XL125 to the Historic 125 eligible machine list, and allow MR175s with 125cc engines. (Elton Lyle O'Neal)

*Committee: Yes.*

*Discussion: DJ motion to accept, less the MR175 with 125cc engine. RP seconded. Vote 12-0 in favor of the motion.*

### **12.2 – Gran Prix classes**

Change the names of the "Gran Prix" classes to "Grand Prix", to align with our roadrace classes of a similar name. (Matt Hilgenberg)

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: JG motion to vote, DP seconded.*

### **12.4.7 – Support classes**

Confirm that the Pre-Modern class, which is past its probationary period, be retained.

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: RP motion to eliminate class, DP seconded. That motion was defeated 1-11. FG motion to retain the class, CA seconded. The vote was 12-0 in favor.*

### **12.6 – General Motocross Rules (Motocross Rider Grading System)**

Reduce the Novice-skill-level classes to a total of five: Premier, Classic, Sportsman, Women and 60+. (Patti Root)

*Committee: Yes.*

*Discussion: DJ motion to accept the concept, with classes being: Historic, Gran Prix, Ultima, Pre-Modern, Women, Open Age, 40+, 50+ and 60+. JG seconded. Vote was 12-0 in favor of the motion.*

### **(No section number for reference – new class recommendation)**

Create a new class for Honda XR75s or air-cooled 80s. (Roger Harris)

*Committee: No. July Board: (0 For/12 Against)*

*Discussion: RP motion to vote, DJ seconded.*

## **Early Sportsman Stock - New Class Proposal for 2015**

### **EARLY SPORTSMAN STOCK 250:**

Certain 250cc-class machines introduced after the Classic-class era. To preserve this historic period of American motocross, modifications are very restricted, and no other model from an earlier period may "bump-up" to this class. The only machines eligible are:

Bultaco Pursang, Model #42, 48, 68

Cooper MX 250

CZ "sidepipe"

Husqvarna four-speed

Kawasaki F7, F8, F81

Maico "square barrel" wide-frame w/full-width front hub

Montesa Cappra (not VR)

OSSA Stiletto

Suzuki TS185, TS250

Yamaha CT1, DT1

### **EARLY SPORTSMAN STOCK 500:**

Certain 500cc-class machines introduced after the Classic-class era. To preserve this historic period of American motocross, modifications are very restricted, and no other model from an earlier period may "bump-up" to this class. The only machines eligible are:

American Eagle 360, 405

BSA B50/Triumph TR5MX, all variants

CZ "sidepipe"

Greeves QUB

Honda CL/SL350

Husqvarna four-speed

Kawasaki F9

Maico "square barrel" wide-frame w/full-width front hub

Yamaha RT1

Mechanical and cosmetic requirements for Early Sportsman Stock classes are as follows:

- a) Must retain stock frame and swingarm, without modification.
- b) Must retain stock wheel hubs; rim diameters and rim materials must remain as originally equipped (OE).
- c) Must retain stock forks and triple clamps; travel must not be altered.
- d) Shock length must remain as OE (measured eye-to-eye).
- e) No major engine components may be changed or updated beyond the model-year of any given machine.
- f) Reed-valve induction is not allowed.
- g) Carburetors may be updated according to Rule 11.2.6; venturi size is to be no greater than OE.
- h) Stock placement of the exhaust pipe position must be retained. Original exhaust pipes are encouraged; if the original exhaust is replaced, a dimensionally-accurate replica of that pipe must be used.
- i) BSA B50 (and all variants) must use OE crankcase, cylinder and cylinder-head castings.
- j) All machines must retain stock bore and stroke (plus allowable overbore).
- k) The OE fuel tank and fender shape must be maintained; the construction materials may vary from original. Factory-issue paint schemes and graphics are encouraged. ●

## **SECTION 13 – OBSERVED TRIALS**

### **13.1.7 and 13.2.6 – Classic (machine eligibility and modifications)**

Clarify that reed-valves are not legal on Classic-class trials bikes. (Pete Fisher)

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: DP motion to vote, CA seconded.*

### **13.3 – Class and ability levels**

Institute a mandated, but waivable, age-related step down in skill level, to create a safer, more-fun environment. (Pete Fisher)

*Committee: No. July Board: (0 For/12 Against)*

*Discussion: DP motion to vote, BR seconded.*

### **13.5.b.6 – Section scoring definitions**

Amend the the rule to read: “Rider’s foot intentionally touches the ground or an object on the outside of the section-marking ribbon, while the machine remains inside the section = 1 point.”

(David Wilson)

*Committee: No. July Board: (0 For/12 Against)*

*Discussion: BR motion to vote, FG seconded.*

### **(No section number for reference – new class recommendation)**

Add new Post Vintage Twin Shock class to include all air-cooled, drum-brake twin-shock machines, plus the single-shock, air-cooled TY350. (Pete Fisher)

*Committee: No.*

*Discussion: FM motion to accept, amended by the removal of any single-shock bikes. JG seconded. The vote was 3 For (JG, FG, CR), 8 Against (MH, DP, RP, PR, BR, KS, CA, FM), 1 Abstain (DJ).*

## **SECTION 14 – DIRT TRACK**

### **(No section number for reference – new class recommendation)**

Add new Post Vintage Lightweight class for machines up to 250cc two- or four-strokes, with custom racing frame. This would include all bikes prior to the introduction of modified MX racebikes. (Carl Anderson)

*Committee: No. July Board: (9 For/0 Against/ 3 Abstain (DJ, RP, KS))*

*Discussion: CA motion to vote, BR seconded. Specifics on eligible machinery to follow.*

### **14.2.13 – Four-Stroke Super Singles**

Allow all purpose-built 600cc dirt track machines prior to the modified-MX-bike era. (Carl Anderson)

*Committee: No. July Board: (11 For/0 Against/1 Abstain (DJ))*

*Discussion: RP motion to vote, JG seconded.*

### **14.3.13 – Four-Stroke Super Singles (TT)**

Remove items (a) through (f), and instead reference section 14.2.13 (dirt track). (Matt Hilgenberg)

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: CA motion to vote, RP seconded.*

### **14.5.i – Dirt Track Technical Inspection and Modifications, engine:**

Change the allowable overbore for a pre-unit Triumph 500

engine fitted with a 650 crankshaft from .020” to .030”. (Matt Hilgenberg)

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: FG motion to vote, RP seconded.*

### **14.7.b – Series Points and Awards**

Change to read: “A rider must score points in at least four events to be eligible for series awards, or according to requirements as published in *Vintage Views* from time to time. Year-end awards will be based on a rider’s best finishes in half the events conducted, plus one.” (Matt Hilgenberg)

*Committee: Yes.*

*Discussion: RP motion to strike the first sentence of the proposal, then accept. CA seconded. The vote was 12-0 in favor of the motion.*

## **SECTION 15—CROSS COUNTRY**

### **15.1.2 – Post-Vintage classes**

Add a Pre-Modern class to cross country events. (Dale Burroughs)

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: CA motion to vote, DP seconded.*

### **(No section number for reference)**

Rescind the post-entry fee penalty at cross country events.

(Jerry Grakauskas)

*Committee: Yes.*

*Discussion: JG made a motion to include dirt track events and accept this proposal. DP seconded. The vote on the motion was 11 For, 0 Against, 1 Abstain (DJ).*

### **(No section number for reference)**

Reduce the second-class entry fee for riders competing in more than one cross country class on the same day, even if one class is vintage and the other post vintage. (Jerry Grakauskas)

*Committee: Yes. July Board: (12 For/0 Against)*

*Discussion: JG motion to vote, CA seconded.*

## **SECTION 16—AHRMA, THE ORGANIZATION**

### **Special Awards**

Change the definition of the Hensley Handshift Trophy from “...top Class C Handshift roadracer...” to “...Class C Handshift roadracing champion...” (David Bourbeau)

*July Board: (10 For/0 Against/2 Abstain (DJ, FM))*

*Discussion: DP motion to vote, JG seconded. ▲*

