



# 2014 RULES PROPOSALS

The voting results from the October 14, 2013 AHRMA Board of Trustees meeting in Leeds, AL, are shown below. Reference to Trustees are shown as: Carl Anderson (CA), Jerry Grakauskas (JG), Fred Guidi (FG), Mark Hatten (MHa), Dave Janiec (DJ), Fred Mork (FM), Debbie Poole (DP), Rob Poole (RP), Pat Riley (PR), Beno Rodi (BR), and Kelly Shane (KS). Debbie Poole's proxy was held by Rob Poole.

When referring to July votes, Craig Breckon's (CB) proxy was held by Anderson, and then-sitting Trustee Matt Hilgenberg's votes are recorded as (MHi).

The vote record refers directly to the original member proposal in all cases, and may, in certain places, appear to be contrary to the wording of the motion.

## GENERAL

### *MEMBERSHIP FEES*

Reduce AHRMA's annual membership fee to \$45. **(Kent Cameron)**

**No Committee assigned.**

**MHi motion to reject, RP second. July Board:** (3 For (JG, FG, BR) / 9 Against/ 0 Abstain/ 0 Recuse)

**Discussion:** The Board is scheduled to revisit this subject at the October, 2014 meeting.

**FG motion to uphold July's Board vote, CA second. October Board:** (1 (JG) For/ 11 Against/ 0 Abstain/ 0 Recuse)

### *ALCOHOL AT AHRMA-SANCTIONED EVENTS*

No alcoholic beverages (as defined by TTB government regulations) will be allowed at any AHRMA-sanctioned event. **(Spencer Ballentine)**

**No Committee assigned.**

**JG motion to reject, MHa second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**MHa motion to uphold July's Board vote, RP second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

### *RESULTS/POSTING OF RESULTS (THIS AFFECTS ALL DISCIPLINES)*

**Proposed new wording:** Results will be posted as soon as possible after the finish of a race. Once posted, there will be a 30-minute review time. If a rider believes there is an error in scoring, he or she must make a written protest and deliver it to an AHRMA official or referee within 30 minutes of the provisional results being posted. Unprotested results will stand. Any discrepancies will be resolved at the track. ~~if possible, or later if required.~~ All results posted on the AHRMA website are considered final and can only be modified under direction of the Road Race or Off-Road Director. This process is subject to appeal. *(Proposed sections for change: New 9.6.3 for RR, revise 11.4.i for VMX, PVMX references VMX, Trials okay, new 14.7.e for DT, new 15.3.b for CC)* **(Tim Lile)**

**No Committee assigned.**

**FM motion to accept, RP second. July Board:** (11 For/ 0 Against/ 1 (CB) Abstain/ 0 Recuse)

**MHa motion to uphold July's Board vote, JG second. October Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

### **3.4.2.e – Equipment required of all roadrace riders**

Allow helmet shield tear-offs to be used if the following conditions are met: 1) Tear-off pull-tabs must be cut off; 2) Both sides of the tear-off must be taped or otherwise firmly affixed to the shield; 3) Tear-offs may not be removed and deposited anywhere on the racetrack or hot pit. **(Mark Hatten)**

**Committee:** Yes.

**MHi motion to accept, KS second. July Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

**MHa motion to uphold July's Board vote, CA second. October Board:** (11 For/ 0 Against/ 1 (CB) Abstain/ 0 Recuse)

## ***SECTION 6—OFFENSES, PENALTIES, PROTESTS & APPEALS***

### **6.2.1c – Removal from events**

Add new wording: "An offense under 6.1.4 will result in immediate loss of riding privileges for the remainder of an AHRMA event."

The new rule would read: "Removal from Events: Entrants may be removed from an individual meet for breach of rules or conduct. An offense under 6.1.4 will result in immediate loss of riding privileges for the remainder of an AHRMA event. Individual promoters shall not be authorized to issue continuing suspension of AHRMA riders; this authority is retained solely by AHRMA." **(Michael Moore)**

**Committee:** No.

**MHi motion to reject, MHa second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**Discussion:** This area is covered sufficiently in other areas of the Handbook.

**JG motion to uphold July's Board vote, CB second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

## ***SECTION 9—GENERAL ROADRACING RULES***

### **9.2.2 – Machine eligibility, bump classes**

Allow all Sound of Singles (SoS) machines to bump to Battle of Twins (BoT) F2 and BoT F1. **(Karsten Illg)**

**Committee:** No.

**MHi motion to reject, JG second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**MHa motion to uphold July's Board vote, FG second. October Board:** (0 For/ 11 Against/ 1 (CA) Abstain/ 0 Recuse)

### 9.7.1 – Mechanical requirements for vintage classes

The current rule states: “Major components may not be newer than the cutoff date specified for a class (e.g., no inverted forks in the vintage or Vintage Superbike classes).

Proposed change: Add “post-period” to the parenthetical clause so it reads: “Major components may not be newer than the cutoff date specified for a class (e.g., no post-period inverted forks in the vintage or Vintage Superbike classes).” **(Michael Moore)**

**Committee:** Yes.

**MHa motion to accept, FG second. July Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

**CB motion to uphold July’s Board vote, JG second. October Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

### 9.7.3.f – Frames

The current rule states: “Frames and swingarms must be made in the same type (tubing style) and manner as original or period. An eligibility request must be submitted for any frame or swingarm redesign or modification. A diagram of an approved tubular reinforced swingarm eligible for Formula and Sportsman machines is shown below. This swingarm was documented as having been constructed by Big D Cycle in 1971.”

Proposed changes: 1) Rewrite the first sentence to read “Frames and swingarms must be of a period style”. 2) Delete the second sentence or clearly define “redesign or modification”. The last two sentences are not changed.

The new version of the rule would read: “Frames and swingarms must be of a period style. A diagram of an approved, tubular, reinforced swingarm eligible for Formula and Sportsman machines is shown below. This swingarm was documented as having been constructed by Big D Cycle in 1971. **(Michael Moore)**

**Committee:** No.

**MHi motion to reject, MHa second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**CA motion to uphold July’s Board vote, FM second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

### 9.7.5.c – Tire warmers

Change wording to say “Tire warmers are allowed on vintage motorcycles.” **(Michael Perry)**

**Committee:** No.

**MHi motion to reject, MHa second July Board:** (0 For/ 11 Against/ 0 Abstain/ 0 Recuse); FG was out of the room.

**CB motion to uphold July’s Board vote, CA second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

#### 9.7.5.d – (New section regarding Tires & Rims)

Proposed wording: “Tire sizes for roadrace classes must comply with manufacturer's recommendation for rim width.” The original intent of restricted rim width was to control tire size. Using oversize tires on a given rim size could result in an unsafe situation. **(Greg Bonelli)**

**Committee:** No.

**MHa motion to reject, CA second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**MHa motion to uphold July's Board vote, CB second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

#### 9.7.6.g – Rim sizes, Sportsman

Increase the maximum rear wheel rim width on 750cc Sportsman-class motorcycles from the current WM4 (2.5 inches) to WM5 (3.0 inches). **(Michael Dixon)**

**Committee:** Yes.

**MHa motion to accept, RP second. July Board:** (11 For/ 1 (MHi) Against/ 0 Abstain/ 0 Recuse)

**RP motion to uphold July's Board vote, JG second. October Board:** (11 For/ 0 Against/ 1 (PR) Abstain/ 0 Recuse)

#### 9.7.8 and 9.8.i – Handlebars and controls

Require front brake lever protectors in all modern bike classes, including SoS, BoT, Sound of Thunder (SoT), plus Next Gen Superbike. They should also be strongly recommended for vintage bikes. **(Steven Thompson)**

**Committee:** No.

**CA motion to reject, MHa second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**Discussion:** Other wording regarding brake lever protectors to be added to the 2014 Handbook.

**MHa motion to uphold July's Board vote, FG second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

#### 9.7.10.b – Fairings

Current wording: “The front wheel must be visible from the side and it must be possible to see the rider completely, in the normal riding position, from either side and from above with the exception of the forearms.”

Proposed Change: Add “and hands” to the end of the sentence so it reads: “The front wheel must be visible from the side and it must be possible to see the rider completely, in the normal riding position, from either side and from above with the exception of the forearms and hands.” **(Michael Moore)**

**Committee:** Yes.

**MHi motion to accept, RP second. July Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

**CA motion to uphold July's Board vote, FG second. October Board:** (11 For/ 0 Against/ 1(CB) Abstain/ 0 Recuse)

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

### **(Complete restructure of AHRMA roadracing classes).**

See the original submission for complete technical aspects of this rules proposal. **(Michael Green)**

**Committee:** No.

**MHi motion to reject, KS second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**RP motion to uphold July's Board vote, JG second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

### **10.1 through 10.5 – Vintage roadrace classes:**

Following are proposals to change/combine/rename certain roadrace classes. **(Karsten Illg)**

1. Make the LeMans CB160 class a full pay class.
2. Combine 500 Grand Prix and Premier 500.
3. Combine Classic '60s and Classic '60s 650; retain the name Classic '60s.
4. Combine Formula 500 and Formula 750; rename Formula 1 Vintage.
5. Combine Formula 250 and Sportsman 350; rename Formula 2 Vintage.
6. Combine Sportsman 350 and Sportsman 500; rename Sportsman 2.
7. Rename Sportsman 750 to Sportsman 1.

**Committee:** No.

**MHi motion to reject, KS second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**FG motion to uphold July's Board vote, CB second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

### **10.2.4 – 250 Grand Prix**

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

**Committee:** No.

**JG motion to reject, MHa second. July Board:** (1 MHi) For/ 11 Against/ 0 Abstain/ 0 Recuse)

**MHa motion to uphold July's Board vote, RP second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

### **10.2.5 – 200 Grand Prix Plus**

Allow 180cc Yamaha YCS1 motorcycles to use CS3 or CS5 (195cc) cylinders. **(Sakis Vasilopoulos)**

**Committee:** Yes.

**CA motion to accept, JG second. July Board:** (10 For/ 2 (MHi, RP) Against/ 0 Abstain/ 0 Recuse)

**Discussion:** The committee's recommendation and the Board vote was to accept the proposal, with the stipulation that the cylinders may not be overbored.

**RP motion to uphold July's Board vote, CB second. October Board:** (11 For/ 0 Against/ 1 (PR) Abstain/ 0 Recuse)

### 10.2.5 – 200 Grand Prix Plus

Allow CS3 and CS5 piston-port engines in 200GP. **(Chris Spargo)**

**Committee:** No.

**CA motion to accept, RP second. July Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

**Discussion:** Cylinders must remain on standard bore for these engines to be eligible for this class.

**MHa motion to uphold July's Board vote, CB second. October Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

### 10.2.5 – 200 Grand Prix Plus

Remove restrictions on Yamaha CT1 and YCS1. **(Michael Perry)**

**Committee:** No.

**MHi motion to reject, CA second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**CB motion to uphold July's Board vote, CA second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

### 10.3.4 – Formula 125

Redefine the Formula 125 class as follows:

FORMULA 125: Air-cooled, twin-shock, steel-framed Grand Prix motorcycles up to 125cc, plus certain GP-kitted street and enduro machines. Major components (and modifications) must be consistent with those used in the 1960s and '70s.

The following motorcycles are eligible for this class; if not included on this list, approval must be obtained from the Vintage Roadrace Rules & Eligibility Committee:

Bridgestone 200cc twin

Bultaco, up to 200cc

Can-Am 125, 175

Honda MT125, MT125R, 200cc four-stroke twin

Kawasaki F7

Maico RS125

Montesa, up to 175cc

Ossa, up to 175cc

Suzuki GT185, TS125/185

Yamaha TA125, AT1/2/3, DT125

Yamaha YCS1, CS3/5, CT1/2/3, DT175

Yamaha RD200, maximum 24mm carburetors or restrictor plates (1/8" min. thickness) with 24mm openings. **(Carl Anderson)**

**Committee:** Yes.

**JG motion to accept, FG second. July Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

**CA motion to uphold July's Board vote, MHa second. October Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

### 10.5.1, 10.5.2 – Sportsman classes

Move the BMW R50/5 (and possibly other 500cc pushrod twins) from Sportsman 500 to Sportsman 350. There is a precedent in other AHRMA classes to allow pushrod engines additional displacement to equalize performance with OHC engines in the same class. (see section 10.1 – Performance Index). **(Daniel May)**

**Committee:** No.

**JG motion to reject, CA second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**RP motion to uphold July's Board vote, JG second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

### 10.5.3 – Eligible Sportsman 750 motorcycles

Allow the 1976-1979 Yamaha XS750 Triples in Sportsman 750; exclude the later 1980-'81 Triples. **(Laf Young)**

**Committee:** No.

**MHi motion to reject, CA second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**CA motion to uphold July's Board vote, CB second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

### 10.6.3 – Historic Production Heavyweight eligible motorcycles

Allow the 1976-1979 Yamaha XS750 Triples in Historic Production Heavyweight; exclude the later 1980-'81 Triples. **(Laf Young)**

**Committee:** No.

**MHi motion to reject, CA second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**CB motion to uphold July's Board vote, MHa second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

### 10.8.3 – Vintage Superbike (VSB) classes

Implement a one-year probation period for the single-shock 1982 Kawasaki GPz550 in VSB Middleweight, and remove the bike from the class for the 2015 season. **(Mark Hatten)**

**Committee:** No.

**MHi motion to accept, RP second. July Board:** (11 For/ 0 Against/ 1 (CB) Abstain/ 0 Recuse)

**MHa motion to uphold July's Board vote, RP second. October Board:** (11 For/ 0 Against/ 0 Abstain/ 1 (CB) Recuse)

### 10.9.2.c.5 – Next Gen Superbike (NGSB), forks

Allow either conventional or upside-down forks to be used on any NGSB, regardless of which style was fitted OEM. **(Mark Hatten)**

**Committee:** Yes.

**JG motion to accept, MHi second. July Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

**JG motion to uphold July's Board vote, CB second. October Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

### 10.10 – Sidecars

Create two specific, separate vintage sidecar classes, as follows: Classic (built before 1968, or similar) and SuperVintage (built before 1973, or similar). The two classes would run on the track at the same time, scored separately. **(Christina Divigard)**

**No Committee assigned.**

**JG motion to reject, FG second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**Discussion:** A Sidecar Rules & Eligibility Committee should be formed, which could advise on this proposal.

**JG motion to uphold July's Board vote, MHa second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

### 10.12.1.b – Battle of Twins (BoT) Formula 2

Amend BoT F2 to allow water-cooled twins up to 850cc. **(Mark Hatten)**

**Committee:** Yes.

**CA motion to accept, BR second. July Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

**JG motion to uphold July's Board vote, MHa second. October Board:** (9 For/ 2 (CA, CB) Against/ 1 (PR) Abstain/ 0 Recuse)

### 10.12.1.c – BoT Formula 1

Amend BoT F1 to include triples up to 1000cc; change name to BoTT F1 (Battle of Twins and Triples F1). **(Mark Hatten)**

**Committee:** No.

**MHa motion to reject, MHi second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**KS motion to uphold July's Board vote, CB second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)



### 10.12.1.c – BoT Formula 1

Amend BoT F1 to raise the displacement limit for the Supersport requirement for water-cooled twins from 1000cc to 1150cc. **(Mark Hatten)**

**Committee:** Yes.

**MHi motion to accept, CA second. July Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

**MHa motion to uphold July's Board vote, FG second. October Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

### 10.12.1.c – BoT Formula 1

Put BoT F1 on probation for the 2014, and combine the class with SoT for the 2015 season. **(Proposal was a result of discussion during the July meeting)**

**FM motion to accept, CA second. July Board:** (11 For/ 0 Against/ 1 (MHi) Abstain/ 0 Recuse)

**CA motion to uphold July's Board vote, MHa second. October Board:** (10 For/ 0 Against/ 2 (CB, PR) Abstain/ 0 Recuse)

### 10.12.1.d – BoT Open Two-Stroke

Change class to allow *any* two-stroke motorcycle, and eliminate Open Grand Prix. **(Steven Thompson)**

**Committee:** Yes.

**MHa motion to accept, MHi second. July Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

**Discussion:** Motion included removing "BoT" from the class name.

**JG motion to uphold July's Board vote, RP second. October Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

### 10.12.1.d – BoT Open Two-Stroke

Change class to an "open" format, for any two-stroke machine, regardless of displacement, number of cylinders, frame type, cooling type, period of manufacture, etc. This class would consume Open Grand Prix, but keep Open Two-Stroke name. **(Karsten Illg)**

**Discussion:** This proposal was approved above; no vote required.

### 10.12.1.d – BoT Open Two-Stroke

Amend Open Two-Stroke to allow unlimited displacement, unlimited cylinder motorcycles, eliminating Open GP. **(Mark Hatten)**

**Discussion:** This proposal was approved above; no vote required.

### 10.12.1.d – BoT Open Two-Stroke

Drop the wording “modern 250GP-type machines,” and get back to pre-1982 machinery. **(Michael Perry)**

**Committee:** No.

**Discussion:** This class was redefined with the above actions; no vote required.

### 10.12.1e – Thruxton TransAtlantic Challenge

Remove the Harley-Davidson XL883 and XL1200 Sportster from this class, and rename the class Thruxton Cup Challenge. **(Ephriam “Wick” Wilkinson, John Jewett, Walt Bolton)**

**Committee:** No.

**MHi motion to reject, FM second. July Board:** (1 (CA) For/ 11 Against/ 0 Abstain/ 0 Recuse)

**RP motion to uphold July’s Board vote, KS second. October Board:** (1 (CA) For/ 11 Against/ 0 Abstain/ 0 Recuse)

### (New 10.12.1e.13) – Thruxton TransAtlantic Challenge

Add new rule: Airbox may be removed. **(Ephriam “Wick” Wilkinson, John Jewett, Walt Bolton)**

**Committee:** No.

**MHi motion to reject, MHa second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**MHa motion to uphold July’s Board vote, CB second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

### 10.13.1.a, b and d – SoS1, SoS2 and Motard

Combine SoS1, SoS2 and Motard into one SoS class. Change eligibility wording to simply state “any single-cylinder machine”. **(Karsten Illg)**

**Committee:** No.

**Discussion:** After discussion, the submitted proposal was modified (see below).

### 10.13.1.a, b and d – SoS1, SoS2 and Motard

Combine SoS1, SoS2 into one SoS class for the 2015 season. Remove the probation status for Motard beginning 2014. **(Proposal was a result of discussion during the July meeting)**

**DP motion to accept, CA second. July Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

**CB motion to uphold July’s Board vote, MHa second. October Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

### 10.13.1.b – SoS2

Amend SoS F2 to include unlimited-displacement, air-cooled singles. **(Mark Hatten)**

**Committee:** No.

**FG motion to reject, CA second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**JG motion to uphold July's Board vote, RP second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

### 10.13.1.c – SoS3

Change SoS3 machine eligibility. Allow up to 175cc two-strokes and 300cc four-strokes only. **(Karsten Illg)**

**Committee:** No.

**MHa motion to reject, KS second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**CB motion to uphold July's Board vote, FG second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

## *SECTION 11 — VINTAGE MOTOCROSS*

### 11.1.1 – Premier Lightweight

Specify that the BSA C15 must retain its original, left-intake-port cylinder head; B25 heads are not legal. **(Michael Green)**

**Committee:** Yes.

**RP motion to accept, MHi second. July Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

**RP motion to uphold July's Board vote, KS second. October Board:** (10 For/ 0 Against/ 0 Abstain/ 0 Recuse); CB and BR out of the room.

### 11.1.1 – Premier Lightweight

Restrict the Honda CB/CL160 to its original bore and stroke configuration (plus allowable overbore), with an original CB/CL frame with the serial number intact. **(Michael Green)**

**Committee:** No.

**JG motion to reject, RP second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**MHa motion to uphold July's Board vote, RP second. October Board:** (0 For/ 10 Against/ 0 Abstain/ 0 Recuse); CB and BR out of the room.

### 11.1.1.c – Premier Lightweight, exhaust

Enforce the rule dictating that two-strokes use period expansion chambers (a straight section of headpipe, one expanding cone, one decreasing cone, one straight stinger). **(Michael Green)**

**Discussion:** This is the current rule, no action required.

### **11.1.2 – Premier 350**

Remove the wording, "Unit construction must retain original rear hub and frames; period modifications are allowed," so Sportsman-era hubs may be used. **(Michael Green)**

**Committee:** No.

**RP motion to reject, KS second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**RP motion to uphold July's Board vote, CA second. October Board:** (0 For/ 11 Against/ 0 Abstain/ 0 Recuse); CB out of the room.

### **11.1.2 – Premier 350**

Remove the wording, "Any machine with extensive modifications or exhibiting exemplary performance will be moved to Classic 500." **(Michael Green)**

**Committee:** No.

**MHi motion to reject, CA second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**JG motion to uphold July's Board vote, KS second. October Board:** (0 For/ 11 Against/ 0 Abstain/ 0 Recuse); CB out of the room.

### **11.1.1 through 11.1.4 – Premier Lightweight, 350, 500 and Open Twins**

Mandate that all Premier MX class machines retain the original bore (plus allowable overbore), stroke, and connecting rod length, as manufactured. **(Michael Green)**

**Committee:** No.

**RP motion to reject, MHi second. July Board:** (0 For/ 12 Against/ 0 abstain/ 0 Recuse)

**FG motion to uphold July's Board vote, JG second. October Board:** (0 For/ 11 Against/ 0 Abstain/ 0 Recuse); CB out of the room.

### **11.1.3 – Premier 500**

Move the narrow-case Ducati 350 from Premier 500 to Premier 350, and specify that the wide-case Ducati 350 runs in Classic 500. **(Michael Green)**

**Discussion:** This is the current rule, no action required.

### **11.1.2 and 11.1.3 – Premier 350 and Premier 500**

Either: Eliminate the Premier 350 class and place those machines back into their pre-2012 classes, **or** make the Premier 350 class a fully-recognized National Championship class. **(Michael Taylor)**

**Committee:** No.

**FG motion to reject, MHa second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**JG motion to uphold July's Board vote, FG second. October Board:** (0 For/ 11 Against/ 0 Abstain/ 0 Recuse); CB out of the room.

#### **11.1.5.d – 100cc Motocross**

Remove the maximum carburetor size, which would make the rules mirror those of Sportsman 125, except for engine displacement. **(Paul Stannard)**

**Committee:** No.

**JG motion to accept, FG second. July Board:** (3 (CA, JG, FG) For/ 7 Against/ 2 (CB, DP) Abstain/ 0 Recuse)

**JG motion to reverse July's Board vote, FG second. October Board:** (6 For/ 5 (CB, FM, DP, RP, BR) Against/ 1 (PR) Abstain/ 0 Recuse)

#### **11.1.5 – 100cc Motocross**

Remove the following wording under Ineligible Machines: "Rickman frames originally manufactured for Zundapp engines," as the Zundapp chassis was similar to that of the Rickman Hodaka. **(Robert Brooks)**

**Committee:** No.

**JG motion to accept, FG second. July Board:** (7 For/ 4 (MHa, MHi, RP, KS) Against/ 1 (CB) Abstain/ 0 Recuse)

**Discussion:** Motion specified that all Rickman Zundapp frames be eligible for all 100cc engines.

**JG motion to uphold July's Board vote, FG second. October Board:** (9 For/ 2 (RP, KS) Against/ 1 (DP) Abstain/ 0 Recuse)

#### **11.1.6 – Classic 125**

Reduce the maximum displacement of four-strokes to 125cc (plus allowable overbore). **(Michael Green)**

**Committee:** No.

**RP motion to reject, BR second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**JG motion to uphold July's Board vote, FG second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

#### **11.1.6 – Classic 125**

Move the following machines to Sportsman 125: Husqvarna 125, 1973-'74 CZ125, 1973-'74 Penton, 1973-'74 Monark, and 1973-'74 Maico. **(Michael Green)**

**Committee:** No.

**RP motion to reject, FG second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**JG motion to uphold July's Board vote, FG second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

### **11.1.6, 11.1.7 and 11.1.8 – Classic 125, Classic 250 and Classic 500**

Limit Classic bikes (especially 125s) to period modifications from an earlier era (late 1960s), specifically banning Sportsman 125-period front forks in Classic 125. **(Michael Green)**

**Committee:** No.

**JG motion to reject, RP second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**JG motion to uphold July's Board vote, KS second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

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

Create two new classes, provisionally named 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. **(Don Mathews)**

**Committee:** No.

**JG motion to accept, FG second. July Board:** (8 For/ 4 (MHa, MHi, DJ, RP) Against/ 0 Abstain/ 0 Recuse)

**Discussion:** Motion included a one-year probation regarding class attendance.

**JG motion to uphold July's Board vote, FG second. October Board:** (5 (CA, FG, JG, FM, DP) For/ 6 Against/ 1 (PR) Abstain/ 0 Recuse)

### **11.1.10 – Sportsman 250**

Allow 1976-'77 Hodaka 175cc and 250cc (piston-port) machines to be eligible for Sportsman 250 class. **(Paul Stannard)**

**Committee:** No.

**MHa motion to reject, KS second. July Board:** (2 (JG, FG) For/ 10 Against/ 0 Abstain/ 0 Recuse)

**MHa motion to uphold July's Board vote, CB second. October Board:** (2 (FG, JG) For/ 9 Against/ 1 (PR) Abstain/ 0 Recuse)

### **11.1.10 – Sportsman 250**

Include the 1975 Honda XL175 and XL250 on the eligible machine list; they are like-design to the 1974 models. **(Mark Zachary)**

**Committee:** Yes.

**MHi motion to accept, JG second. July Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

**PR motion to uphold July's Board vote, CB second. October Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

### 11.1.12 – Sportsman Open Twins class

Lower the minimum displacement of the class from 600cc to 325cc. **(Dave Evans)**

**Committee:** No.

**RP motion to reject, CA second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**KS motion to uphold July's Board vote, RP second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

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

Create a new Sportsman Four-Stroke class, generally following existing Sportsman class rules, and open to bikes currently eligible for Sportsman 250 and 500. Machines would still be eligible to race in their respective Sportsman classes against the two-stroke machines. **(Erik Myhre)**

**Committee:** No.

**MHi motion to reject, RP second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**MHa motion to uphold July's Board vote, CB second. October Board:** (1 (FG) For/ 11 Against/ 0 Abstain/ 0 Recuse)

### 11.2.a.2 – Suspension

Update the suspension rule as follows:

Any shock absorber may be used, providing the technology and design was commercially available in 1974 or was supplied as OEM on any AHRMA-legal machine. Piggyback reservoirs and external rebound adjusters are allowed.

Legal shocks include:

Armstrong  
Bilstein  
Betor  
Ceriani  
Curnutt  
Fox Shox  
Girling  
Hagon  
Marzocchi  
Mulholland  
NJB  
Noleen  
Ohlins  
Race Tech  
S&W  
Progressive Suspension  
Works Performance

Illegal shocks include:

Any shock with a separate remote reservoir (i.e., connected by a hose)

or an external compression damping adjuster.

Any post-1974 technology, such as Fox Air shocks, etc.

Single-shock machines are prohibited. **(Matt Hilgenberg)**

**Committee:** Yes.

**JG motion to accept, RP second. July Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

**BR motion to uphold July's Board vote, CB second. October Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

### **11.2.o – Vintage motocross numbers and number plates (also PVMX 12.5.p)**

Amend the current rule to read: Numbers must be six inches tall. If a rider's assigned number includes a letter, the letter must also be six inches tall. **(Michael Taylor)**

**Committee:** No.

**JG motion to reject, MHa second. July Board:** (0 For/ 11 Against/ 0 Abstain/ 0 Recuse); RP was out of the room.

**JG motion to uphold July's Board vote, CB second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

### **11.3.h – Motocross rider grading system**

Allow riders granted dual-ability levels in the 50+ and 60+ age classes to use that privilege in the Classic and Premier classes, instead of it applying only to Sportsman. **(Kay Mann)**

**Committee:** Yes.

**FG motion to accept, CA second. July Board:** (11 For/ 0 Against/ 1 (FM) Abstain/ 0 Recuse)

**CB motion to uphold July's Board vote, KS second. October Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

## ***SECTION 12— POST-VINTAGE MOTOCROSS***

### **12.1.2 – Historic 125**

Add the 1978-'79 Yamaha YZ100 to the Historic 125 eligible machine list. **(Jim Connelly)**

**Committee:** Yes.

**JG motion to accept, DP second. July Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

**FG motion to uphold July's Board vote, JG second. October Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

### **12.1.3 – Historic 250**

Change the year designation on the list of eligible machines for Honda XL 175 and XL250 to 1976-'77. **(Mark Zachary)**

**Committee:** No.

**MHa motion to reject, CA second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**MHa motion to uphold July's Board vote, CB second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)



## 12.2.5 – Gran Prix Four-Stroke

Retain the Gran Prix Four-Stroke class (which was placed on probation for the 2013 season) for 2014 . (Erik Myhre)

**Committee:** No.

**MHa motion to reject, CA second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**RP motion to uphold July's Board vote, PR second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

## SECTION 13—OBSERVED TRIALS

### 13.3 – Class and ability levels

Create a Modern Classic Masters class for very-advanced riders. The main intent would be the implementation of a revised “Expert” line (notated by an “EX” number plate), utilizing a combination of “1” and “2” lines, which should provide a more-pleasant transition for Intermediate riders moving up from the “2” line. The new Expert line could also possibly serve as the Masters line for our Classic, Premier Lightweight and Premier Heavyweight classes. (Debbie Poole)

**Committee:** No.

**KS motion to accept, RP second. July Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

**RP motion to uphold July's Board vote, KS second. October Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

### 13.3 – Class and ability levels

Clarify that a trialmaster has the option of marking a separate “PI” line through each section, or designating a specific existing line. Typically, this would be a mix of the easier “2” lines and the more difficult “3” lines. If the latter method is used, each Section Begins card would be marked PI=2 or PI=3. (Debbie Poole)

**Committee:** Yes.

**MHi motion to accept, RP second. July Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

**RP motion to uphold July's Board vote, KS second. October Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

## SECTION 14—DIRT TRACK

### 14.2.2 – Classic 250

Change date cutoff from 1967 to 1968. (Walt Metzler)

**Committee:** No.

**MHi motion to reject, MHa second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**MHa motion to uphold July's Board vote, FG second. October Board:** (0 For/ 11 Against/ 0 Abstain/ 1 (CA) Recuse)

### 14.2.3 – Classic 500/750

Change date cutoff from 1967 to 1968. **(Walt Metzler)**

**Committee:** No.

**MHi motion to reject, FG second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**MHa motion to uphold July's Board vote, JG second. October Board:** (0 For/ 11 Against/ 0 Abstain/ 1 (CA) Recuse)

### 14.2.6 – Sportsman 750

Allow any Harley-Davidson XR750 with a traditional twin-shock frame. **(Doug Horner)**

**Committee:** No.

**MHi motion to reject, MHa second. July Board:** (5 (MHa, JG, FG, BR, KS) For/ 7 Against/ 0 Abstain/ 0 Recuse)

**RP motion to uphold July's Board vote, MHa second. October Board:** (2 (FG, JG) For/ 10 Against/ 0 Abstain/ 0 Recuse)

### 14.2.14 and 14.3.13 – Four-Stroke Super Singles

Reword both sections as follows:

FOUR-STROKE SUPER SINGLES: Eligible machines include: 1980s Rotax, Honda XR600 and Yamaha TT600.

- a) No double-overhead-cam engines.
- b) Maximum displacement is 600cc (+.080" overbore).
- c) No carburetor restrictions.
- d) OEM or period-style aftermarket frames are allowed.
- e) Conventional forks only (no inverted forks), maximum stanchion diameter 41.5mm.
- f) Maximum rim width is WM5 (3.0 inches). **(Matt Hilgenberg)**

**Committee:** Yes.

**RP motion to accept, MHa second. July Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

**MHa motion to uphold July's Board vote, CB second. October Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

### (New 14.2.16 and 14.3.14) – Create new class for obsolete “framer” dirt track bikes

Create a new class for any motorcycle equipped with an aftermarket dirt-track frame. If classes become big enough, rules can be added to regulate the field. The current objective is to get more bikes on the track. **(Walt Metzler)**

**Committee:** No.

**MHi motion to reject, RP second. July Board:** (0 For/ 10 Against/ 2 (CA, MHa) Abstain/ 0 Recuse)

**CA motion to uphold July's Board vote, FG second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

#### **14.5.a – Dirt Track Technical Inspection and Modifications, tires:**

Update the list of eligible tires or clarify that only modern tires in good condition be used. **(Walt Metzler)**

**Committee:** No.

**MHi motion to reject, KS second. July Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

**KS motion to uphold July's Board vote, JG second. October Board:** (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)

#### **14.5.a – Dirt Track Technical Inspection and Modifications, tires:**

Remove the specific list of eligible Dirt Track tires. **(Proposal was a result of discussion during the July meeting)**

**MHa motion to accept, JG second. July Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

**RP motion to uphold July's Board vote, FG second. October Board:** (12 For/ 0 Against/ 0 Abstain/ 0 Recuse)

#### **14.5.h – Dirt Track Technical Inspection and Modifications, shocks:**

Allow single-shock frames in the Four-Stroke Super Singles class. **(Deric Sauls)**

**Discussion:** This subject was defined with the vote regarding Four-Stroke Super Singles rewording; no vote required.

### ***SECTION 15—CROSS COUNTRY***

#### **15.1.1 and 15.1.2 – Vintage and Post-Vintage Cross Country**

Wording to be added specifying that all machine modifications must be consistent with their corresponding motocross class. This would include displacement increases. **(Matt Hilgenberg)**

**Committee:** No.

**Discussion:** After discussion, a new proposal was passed (see below).

#### **15.1.1 and 15.1.2 – Vintage and Post-Vintage Cross Country**

Remove the words "For most events" from the opening line of these sections. The written rules and enforcement thereof should be consistent throughout the entire season's schedule. **(Matt Hilgenberg)**

**Committee:** No.

**Discussion:** After discussion, a new proposal was passed (see below).

### 15.1.1 and 15.1.2 – Vintage and Post-Vintage Cross Country

Change the existing Handbook wording as follows:

**15.1.1 VINTAGE:** In most aspects, machine eligibility and other requirements mirror those of AHRMA vintage motocross (Section 11), with the exception being engine displacement, as defined below. The minimum age for riders is 16 years.

15.1.1.b (add as final sentence) Regardless of original displacement, engines may be built to the class limit (plus allowable overbore).

15.1.1.c (add as final sentence) Regardless of original displacement, engines may be built to the class limit (plus allowable overbore).

15.1.1.d (replace final sentence with) Sportsman Open Twin MX machines are eligible for this class (see Vintage MX section 11.1.12). Regardless of original displacement, engines may be built to the class limit (plus allowable overbore).

15.1.1.e (remove current final sentence, and replace with) Regardless of original displacement, engines may be built to the class limit (plus allowable overbore).

**15.1.2 POST VINTAGE:** In most aspects, machine eligibility and other requirements mirror those of AHRMA post-vintage motocross (Section 12), with the exception being engine displacement; regardless of original displacement, engines may be built to the class limit (plus allowable overbore). The minimum age for riders is 16 years. **(Proposal was a result of discussion during the July meeting)**

**FG motion to accept, BR second. July Board: (11 For/ 1 (MHi) Against/ 0 Abstain/ 0 Recuse)**

**JG motion to uphold July's Board vote, CA second. October Board: (10 For/ 2 (DP, RP) Against/ 0 Abstain/ 0 Recuse)**

### 15.2.2 – Race Procedures

Change to read as follows: “The vintage race should run no less than one hour before the first finisher is flagged off, unless the track conditions require an earlier finish. The post vintage race should run no less than 90 minutes before the first finisher is flagged off, unless track conditions require an earlier finish. (Jim Kuhns)

**Committee: No.**

**MHi motion to reject, CA second. July Board: (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)**

**MHa motion to uphold July's Board vote, CB second. October Board: (0 For/ 12 Against/ 0 Abstain/ 0 Recuse)**

**(No section number for reference)**

Eliminate the Cross Country post-entry penalty, and change the pre-entry fee to \$45 for the first class and \$30 for the second, recognizing that one class is vintage and the other post-vintage. **(Jerry Grakauskas)**

**Committee:** Yes.

**MHi motion to reject, MHa second. July Board:** (3 (FG, JG, BR) For/ 8 Against/ 1 (CB) Abstain/ 0 Recuse)

**MHa motion to uphold July's Board vote, RP second. October Board:** (3 (FG, JG, CA) For/ 9 Against/ 0 Abstain/ 0 Recuse)

-end-