



AHRMA follows this annual rules change process.

1. Rule change proposals are submitted by members and officials.
  2. All submitted proposals are researched and reviewed by the appropriate Rules and Eligibility Committees.
  3. Each committee makes recommendations to the Board.
  4. At the mid-year board meeting each rule is discussed and voted on.
  5. The preliminary decisions of the board are listed below for information and additional membership input.
  6. Membership comments must be received at the AHRMA National Office by September 21, 2012.
  7. Final decisions on the proposed rule changes will be made by the Board at the last meeting of the year on Monday, October 15<sup>th</sup> at the Barber Motorsports Museum, Birmingham, AL.
  8. Final wording for the rule changes will be available online after the October board meeting.
- Identifies preliminary board vote to make the proposed change

#### GENERAL \_\_\_\_\_

Membership should be reduced back to \$45.00. (*K. Cameron*) July: Committee: NO committee assigned. July: Board: (0 FOR/ 12 Against).

## SECTION 2—DEFINITIONS

- Pg 8—Add the following definitions:

**Event**—organized competition comprised of one or two days of competition

**Race Day**—part of an Event. (All AHRMA disciplines with the exception of the Cross Country ISDT events)

July: Committee: YES. July: Board: (12 FOR/ 0 Against).

## SECTION 3—EVENTS AND RACE PROCEDURES

### 3.3—Technical Inspection

- 3.3.14**, Pg 9—Remove Last Sentence. The last sentence seems to limit or somewhat contradict the first one. The last one seems to limit us to only the Snell rating and is incorrect. (*S. Belknap & C. Anderson*) July: Committee: YES. July: Board: (12 FOR/ 0 Against)

- 3.3.14**, Pg 9—Add the following text: Helmets meeting this standard must have been manufactured within the past 60 months. (*Vintage RR Committee*) July: Committee: YES. July: Board: (12 FOR/ 0 Against)

- 3.3.2 & 3.3.14**

3.3.2, Pg 8—remove text “beginning in 2013”

3.3.14, Pg 9—change “Snell 95” to “Snell M2005”

July: Committee: YES. July: Board: (12 FOR/ 0 Against)

## SECTION 4—ENTRY PROCEDURES

### 4.5—Entry Fees

Pg 14—“70+ riders must pre-enter all nationals to receive free entry. If they don’t pre-enter, post-entry fees shall come into play”. (*B. Rianda*) July: Committee: YES. July: Board: (0 FOR/ 12 Against)

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

### 6.1—Offenses

Pg 16—Add new 6.1.16 “Any on-track contact between a motorcycle and another rider shall be reported to the Race Director immediately after exiting the track.” (*D. Dunfey*) July: Committee: YES. : Board: (0 FOR/ 12 Against)

## SECTION 9—GENERAL ROADRACING RULES

### 9.2—Machine Eligibility

9.2.1, Pg 26—Allow Vintage Superbike Middleweight to bump into Vintage Superbike Heavyweight instead of Formula Vintage. (*C. Cowell*) July: Committee: YES. July: Board: (12 FOR/ 0 Against). Board proposing change for one year with member comment.

### 9.6.4—Scoring and Series Points Award

9.6.4, Pg 29—Replace “Series” with “National and Regional” in the third sentence of the paragraph. (*M. Mathews*) Proposed wording: “Road Race National Series awards are based on a rider’s best finishes in one-half of the total number of races in the series , rounded up to the next whole number if necessary (ie: in a 19-race series, a rider’s 10 best finishes count). A rider must score points in a least two separate events to be eligible for National Series awards. Criteria for Regional series awards will be defined and printed in Vintage Views prior to first event of the year. Yearly schedule changes to events and locations may change the regional series criteria.” July: Committee: YES. July: Board: (12 FOR/ 0 Against):

### 9.7—Mechanical Requirements for Vintage Classes

9.7.1, Pg 39—Please clarify current rules on allowable frame types. (*W. Bolecek*) July: Committee: No. July: Board: (0 FOR/11 Against):

### Section 9.7.5—Tires & Rims

9.7.5.a), Pg 31—1<sup>st</sup> “only” should be removed (*W. Harding, C. Anderson*) No voted was needed, housekeeping.

9.7.5.c), Pg 31—Tire warmers may be used on a vintage bike if the bike is eligible for and entered in a modern class where warmers are okay. Tire warmers may be used for racing in the modern RR classes only. (*W. Harding, C. Anderson*) July: Committee: No. July: Board: (0 FOR/ 12 Against):

## SECTION 10—REQUIREMENTS FOR ROADRACING CLASSES

### 10.2.1—500 Premier

Pg 37—Modify the displacement limit for the Honda CR450 roadracer and Honda-Drixton 450 to a maximum of 585cc for the 500 Premier class only (*M. Mathews*) July: Committee: No. July: Board: (0 FOR/ 12 Against)

### 10.2.2—500 Grand Prix

Pg 37—Reword to allow six-speed gearboxes. (*L. Poons*) *Committee Note: Allowing additional bikes currently running 500 Premier to compete in 500GP would blur the distinction between the two; thereby negating the reason for creating the class in the first place.* July: Committee: No. July: Board: (0 FOR/ 10 Against/1 Abstain (CA)/1 Recused (DJ))

### 10.2.3—350 Grand Prix

Pg 38—Remove “CB350F with original bore and stroke (.5mm overbore permitted), must be serious GP replica, fully GP-kitted with race tank and seat, full fairing and four-into-four exhaust.” (*Vintage RR Committee, build date is past GP cutoff date and bike is eligible in other classes.*) July: Committee: YES. July: Board: no vote needed, housekeeping.

### 10.2.4—250 Grand Prix:

Pg 38—Add to list of bikes: Villiers Starmaker-powered machines (*Vintage RR Committee*) July: Committee: YES. July: Board: no vote needed, housekeeping.

### 10.3.3—Formula 250:

Pg 41—Add to list of bikes : Bultaco 350cc AJR replicas (*Vintage RR Committee*) July: Committee: YES. July: Board: no vote needed, housekeeping.

### 10.2.5—200 Grand Prix Plus

Pg 39 – note these changes were voted upon in by email in late 2011 and printed in Vintage Views, and online handbook version was updated. (C. Anderson, F. Mork)

Remove text: “Displacement as noted may not be increased beyond allowable overbore.” “Hondas and Ducatis may be enlarged to the class limit of 200cc”

Proposed wording: “The class limit displacement as noted below for each model may be increased by boring up to the maximum allowable overbore per rule 9.7.2c” Edit the listings for Ducati and Honda CA/CB/CL as follows: Ducati 125, 160, 175, 203cc single (all allowed 203cc). Honda CB/CL160, 175cc twin including later CB/CL175 vertical engine (all allowed 200cc) July: Committee: Yes. July: Board: (11 FOR/ 0 Against/0 Abstain/1 FG, out of room)

### 10.2.6b—Requirements and Modifications for Grand Prix Classes

Pg 39—Clarify that frame must be for the specific make. Reword to “...period type and style for that make.” (*T. Lile*) July: Committee: No. July: Board: (0 FOR/12 Against):

### 10.6.2—Among the eligible NOVICE Historic Production Lightweight...

Pg 46—Add additional eligible bikes to Lightweight Historic Production Class. (*H. Klemm*) July: Committee: No. July: Board: (3 FOR(FG, CA, JG)/9 Against):

#### **10.6.4c—Novice Historic Production, Requirements and Modifications**

Pg 46—Delete wording “Lightweight-class machines must use OEM rear brakes as fitted on that make and model year.” ADD, “Lightweight-class machines must use OEM rear brakes as fitted on that make and model year, however may upgrade to any period-correct 180mm twin-leading-shoe front brake.” (*H. Klemm*) July: Committee: No. July: Board: (1 FOR(CB)/11 Against):

#### **10.8.2.c.7—Vintage Superbike – Chassis & Frame**

Pg 48—Modify current rule to read, “BMW models may use original equipment BMW cast wheels, Lester aftermarket wheels may be used” (*W. Sweatt*) Proposed Wording: “Modern alloy mag-type wheels are permitted.” In addition, alter the following sentence to read: “Cut/machined wheels (Performance Machine, etc.) are not permitted.” July: Committee: YES. July: Board: (12 FOR/ 0 Against):

#### **10.8.3—Classes**

Pg49—Proposal for new Class -1980s Superbike – 750cc four-cylinder and 1000cc twin-cylinder motorcycles, 1983-1992. Period equipment as raced in AMA Superbike during that time. (*C. Anderson*) Create a class that would encompass a decade (1983-1992) of AMA-style Superbikes. This class will start where our current Superbike classes end (1982) and will include machines that were on the track during one of the most popular time periods of AMA Superbike racing. Approved bikes:

Bimota YB4, YB4IE

Buell RR1000/RR1200

Ducati 851/888

Honda VF700F, VF750F, VFR700F, VFR750F, RC30

Kawasaki GPz750 (83-87), ZX7/ZXR750/ZX750R/ZXR750RR (88-92)

Suzuki GSXR750/GSXR750R (85-92)

Yamaha FZ750/FZR750R/FZR750RR (85-91)

July: Committee: YES. July: Board: (8 FOR/ 2 Against (RP, Matt)/ 2 Abstain (KS, DP))

#### **10.9—Sidecar**

Pg 51—add new mission statement (*C. Anderson, L. Coleman*) Proposed Wording: “Sidecar Roadracing Mission Statement: The mission of the AHRMA roadracing Sidecar class is to preserve the golden era of sidecar roadracing. Sidecar racing has a rich and full history with roadracing and the rules for AHRMA allow for the types of sidecar racing machines that made the sport an integral part of the Grand Prix experience in the 1960s and ‘70s.” July: Committee: No committee was assigned. July: Board: (12 FOR/ 0 Against)

Pg 51—(*L. Coleman/C. Anderson*) Proposed Wording: “Restructure Sidecar classes as follows:

P1—Two-strokes up to 1967, maximum 500cc, plus allowable overbores. Four-strokes up to 1974, maximum 750cc, plus allowable overbores. Single- or two-cylinder engines with no more than two valves per cylinder.

P2—Four-strokes up to 1982, up to 750cc, maximum two-valve-per-cylinder twins.

P3—Four-strokes up to 1982, 750-1300 cc any configuration.”

July: Committee: No committee was assigned. July: Board: (12 FOR/ 0 Against)

### 10.11.1.e.13—Thruyton Transatlantic Challenge

Pg 52—Allow 17” wheels for use on front and rear of all machines. (*G. Hutchinson*) July: Committee: No. July: Board: (0 FOR/ 12 Against): *Committee note: While not specifically mentioned, 17” wheels are currently legal.*

Pg 52—Change to allow updating and backdating of parts for all machines eligible for the class. (*G. Hutchinson*) July: Committee: YES. July: Board: (12 FOR/ 0 Against) Proposed wording: “11. Updating and/or backdating of parts is allowed.” Remove 2<sup>nd</sup> sentence.

Pg 52—Change to read: “Water-cooled single-cylinder four-strokes to 250cc. Air-cooled single-cylinder four-strokes to 610cc. MZ Scorpions are permitted in Supersport spec (See Rule 9.8.1).” (*B. Doran*) July: Committee: NO. July: Board: (0 FOR/ 12 Against):

### 10.12.1.c—Sound of Singles Two-Stroke

Pg 52—Proposal to allow single-cylinder 250cc four-stroke singles in SOS Two-Stroke class; change name of class to SOS 3. The new class then would be denoted “SOS 3” for 2013 (*K. Illg*)

Eligible four-strokes include:

Moriwaki MD250H

Honda NSF 250

Yamaha GPM3R

BeOn M3-250

KTM M32-250

“Specials” such as the BBR conversions

July: Committee: Yes. July: Board: (11 FOR/ 0 Against/1 Abstain (Matt))

### 10.12.1.d—Sound of Singles, Motard

Pg 52—Committee proposed placing the Motard class on probation for 2013, as per Rule 9.2.4. Committee would like to see participation number for 2012 at the October board meeting. (*Modern RR Committee*) July: Committee: YES. July: Board: (11 FOR/ 1 Against (CB))

## SECTION 11—VINTAGE MOTOCROSS

### 11.1.2—Premier 350

Pg 54—Delete requirement that BSA B40 must use iron cylinder and left-intake-port cylinder head. (*C. Root*) July: Committee: NO. July: Board: (1 FOR (CB)/ 11 Against)

### 11.1.3—Premier 500

Pg 54—Leave 350 BSA/Ducati (narrow case) in the Premier 500 class as they have been for the past 22 or so years. Do not institute a special class for 350cc machines. (*C. Root*) July: Committee: NO. July: Board: (2 FOR (CB, JG)/ 10 Against)

### 11.1—Classes and Eligibility

Pg 59—Proposed new class, “Four-Stroke Only” to include BSA B50, CCM or Triumph variants. 1974 and older. If a new class cannot be created, consider/reconsider adding these bikes to Classic 500 Class. (*D. Parsons*) July: Committee: NO. July: Board: (0 FOR/ 12 Against)

Proposed new Class: “EARLY SPORTSMAN STOCK ” (*D. Mathews*)

11.1.8 EARLY SPORTSMAN STOCK 250: Certain 250cc-class machines introduced after the Classic era. Eligible machines are:

Bultaco Pursang 42-48-68  
CZ 250 Sidepipe  
Cooper MX 250  
Montessa 5 speed Cappa  
Husqvarna 250 Round Case 4-speed  
SB Maico Square Barrel Yamaha DT-1  
Suzuki 250 Savage  
Suzuki 185  
Kawasaki 175 F7  
Kawasaki 250 Bison F8, F81  
Yamaha CT-1

11.1.9 EARLY SPORTSMAN STOCK 500: Certain Open-class machines after the Classic era. Eligible machines are:

Yamaha RT-1  
American Eagle 360/405  
SB Maico Square barrel  
Husqvarna Round Case 4-Speed  
CZ 360 Sidepipe  
501 Maico Greeves QUB 380  
BSA B50  
Kawasaki 350 Bighorn  
Honda SL-350  
Triumph TR5 MX

1. Must retain unmodified stock frame and swingarm. Swingarm may be extended one inch.
2. Must retain stock hubs and forks with triple trees.
3. Shock length shall not exceed 13 ½ inches.
4. No major engine components may be changed or updated to later model parts.
5. No reed-valves.
6. Maximum carburetor size for 250s is 34mm. Maximum carburetor size for 500s is 36mm.
7. Maximum carburetor size on all rotary-valve engines is 30mm.
8. Any replacement of the original expansion chamber must be of period design.
9. No major engine components may be changed or updated to later model parts.
10. Square-barrel Maico up to early 1972 with flat fin motor and full width front hub.
11. Husqvarna 250 must retain stock carburetor bore.
12. CZ may use 1971-'72 “black frame” swingarm.
13. No CCM heads or bottom ends on BSA B50 or Triumph TR5 MX

July: Committee: No. July: Board: (0 FOR/ 11 Against/1 Abstain (FG))

### 11.1.12 Sportsman Open Twins

Pg 59—Proposal to change the class name from Sportsman Open Twins to Classic Open Twins, which more accurately describes the era of machinery. (*R. Jones*) July: Committee: No. July: Board: (0 FOR/ 12 Against)

## SECTION 12—POST VINTAGE MOTOCROSS

### 12.3.4—Ultima 500

Pg 68—correct bike listing and remove “1985 XR350 in 12.3.4. this bike is not eligible for this class. (*A. Wenzel*) July: Committee: no committee assigned. Housekeeping. Remove reference to the 1985 XR350

### 12.4—Additional classes

Pg 68 & pg 22 (*B. Adams & C. Root*) – Add a 70+ age class in Post Vintage MX. July: Committee: YES. July: Board: (11 FOR/ 1 Abstain (Matt))

Pg 67 & 68, 12.2.5 Gran Prix Four-Stroke, 12.3.5 Ultima Four-Stroke. PVCC Committee proposal to place the Gran Prix Four-Stroke class on probation for 2013; if eliminated for 2014, eligible machines would move into Ultima four-stroke. July: Committee: YES. July: Board: (11 FOR/ 1 Abstain (Matt))

## SECTION 13—OBSERVED TRIALS

Pg 71: (B. Adams & M. Collier)

1. Add new class “twin shock” same as last year’s proposal (*B. Adams*)
2. Add a Twin-Shock classification to the AHRMA vintage trials class structure. A Twin-Shock motorcycle would be defined as any motorcycle up to and including model year 1985, originally manufactured with two rear shock absorbers, an air-cooled engine and drum brakes. Eligible machines include: Armstrong, Beta, Bultaco, Cagiva, Can-Am, Fantic, Italjet, Montesa, Ossa, SWM and others meeting the above-stated criteria, as manufactured. Modifications and major components limited to those of the era, typical of machines of the early-to mid-1980s. Motorcycles with single-shock suspensions, disc brakes, water-cooled engines or hydraulic clutches are not eligible. (*M. Collier*)

July: Committee: Split. July: Board: (3 FOR (Mark, FG, JG)/ 8 Against/1 Abstain(CB))

## SECTION 14—DIRT TRACK

### 14.4—Rider Eligibility/Equipment

Pg 81, new “d” —Add new text “Motorcycle used in the heat race must be used in the main event. If a change in bike is necessary, that new bike must start from the penalty line.” (*J. Isaacs*) July: Committee: YES. July: Board: (12 FOR/ 0 Against):

### 14.2— Flat Track Classes

Pg 77—Add a support class for modern 100 and 125cc four-strokes such as Honda XR100 and Yamaha TTR125. (*C. Anderson*) July: Committee: NO. July: Board: no vote necessary, this is a promoter’s option.

#### 14.2.2—Classic 250

Pg 77—Change cutoff to 1968, the last year of the rigid frame period in dirt track. Add to list of Machines: Yamaha DT-1 must use original type piston port engine and cases. No updating with YZ parts. Exhaust design limited as per rule 11.1.7 e. Max 30mm carburetor. (*C. Anderson*) July: Committee: Split. July: Board: (0 FOR/ 11 Against/1Abstain (CA))

#### 14.2.14—Four-Stroke Super Singles

Pg 80—Update class to include single-shock racing frames up to the time when they were obsoleted by rule changes to stock MX-framed machines. Engines four-stroke up to 600cc. (*C. Anderson*) July: Committee:NO. July: Board: (1 FOR (CA)/11 Against).

## SECTION 15—CROSS COUNTRY

Pg 84 & 85—Change rider ability classifications from Novice/Intermediate/Expert to “A” and “B.” This would reduce the overall number of classes, increase per-class participation, and more-accurately reflect classes used by other Cross Country organizations. (*D. Rudder*) July: Committee: No. July: Board: (0 FOR/ 12 Against)

### 15.3.a— Series Points and Awards

Pg 86 – (also 9.6.4, 11.5e, 13.6 &14.7)

Proposed Wording: National series awards are based on a rider’s best finishes in half-plus-one of the total number of events in the series. In the event of a year-end scoring tie, the advantage will go to the rider who accumulated the most points during head-to-head competition in a minimum of three races. If still tied or if they did not compete against each other in at least three races, year-end scoring ties will be broken by the greatest number of wins, then the most second-place finishes, then third places, etc., from the best half-plus-one finishes. In case of an absolute tie, the older rider wins. A rider must score in at least four races to be eligible for a year-end award. (*T. Landers*) July: Committee: YES. July: Board: (11 FOR/ 0 Against/1 Abstain (RP))