



2010 AMA Racing National Vintage Dirt Track Championship Series Supplemental Regulations

The 2010 AMA Racing Rulebook Governing Pro/Am, Standard, ATV and Youth Competition and these Supplemental Rules will govern these events.

AGE AND ELIGIBILITY

1. To compete at the 2010 AMA Racing National Vintage Dirt Track Championship Series, participants must be at least 12 years old on the date of the event, with the following exceptions:
 - a. Riders competing on machines larger than 250cc must be at least 14 years old on the date of the event.
 - b. Parents, legal guardians or authorized adults must remain present at all times during participation of AMA member in any sanctioned event.
 - c. Please see the 2010 AMA Racing rulebook for regulations regarding rider eligibility.

GENERAL

1. AMA Pro Racing license holders must wait one full year after their pro license expires to be eligible for Amateur National competition.
2. If one or more main events cannot be run, results will be awarded based on heat and/or semi results.
3. Three entries minimum are required to make a class.
4. Limit of three classes per rider per meet.
5. Knobby tires will NOT be permitted.
6. Only riders who qualify for main events will receive points.
7. All riders who qualify for a main event but are unable to start will receive seven points which is equal to a 12th place finish position.
8. Riders who are disqualified from a main event will not receive points.
9. Points Scale

Pos	Pts	Pos	Pts
1st	23	10th	9
2nd	19	11th	8
3rd	16	12th	7
4th	15	13th	6
5th	14	14th	5
6th	13	15th	4
7th	12	16th	3
8th	11	17th	2
9th	10	18th	1

10. Ties in the final standings will be broken for 1st, 2nd and 3rd places only. The first tiebreaker is the better finish in the final main event in the class; the second tiebreaker is the better finish in the next to last main event in the class, etc. If the main events are run in an order different than originally scheduled, e.g. because of a rain delay, the actual order in which the races took place will apply.

11. The machine the rider brings to the starting line for his/her first heat is considered the qualified machine for that day's event.

EQUIPMENT

1. Standard flat track front spools and real knock off wheels are allowed on all no brake machines
2. OEM, like make and model = parts or accessories from the same make and model motorcycle. No mixing or matching different makes or model parts or accessories. Different year parts from the same make and model are allowed.
3. Era correct = parts or accessories that were made in the time period or similar reproductions.
4. 1969-1976 any brakes – 2 pistons max.
5. No hydraulic clutches in any classes.
6. No pumper type carburetors are allowed in any class.
7. All drain plugs must be safety wired. No exceptions.
8. All axels and swing arm pivots must be steel.
9. All 2-stroke machines must have a packed silencer.
10. No front fenders allowed on any machine.
11. No electrical engine monitoring or management systems.

DIRT TRACK CLASSES

1. Pre-1951: 0-250cc, 2-Stroke or 4-Stroke

NO BRAKES IN OVAL COMPETITION. BRAKES IN TT RACING ONLY

FRONT TIRE	2.70X7.0X19" OR 4:00X19 MAXIMUM
FRONT RIM	WM-3 2.15" MAXIMUM SPOKE TYPE RIMS ONLY. NO MAG TYPE RIMS
REAR TIRE	2.70X7.0X19" OR 4:00X19" MAXIMUM
REAR RIM	WM-3 2.15" MAXIMUM SPOKE TYPE RIMS ONLY. NO MAG TYPE RIMS
FORKS	OEM. ERA CORRECT STIFFENING ALLOWED
GAS TANK	ERA CORRECT
OEM.	ERA CORRECT STIFFENING ALLOWED - HARDTAIL OR STRUT
SEAT	ERA CORRECT
OIL TANK	ERA CORRECT
MOTOR	MFG. MUST MATCH FRAME AND FORKS. LIKE, MAKE AND
MODEL	
HEAD	OEM, LIKE, MAKE AND MODEL
CYLINDER	OEM, LIKE, MAKE AND MODEL BORE AND STROKE MAY BE CHANGED 250CC MAX
CASES	OEM, LIKE MAKE AND MODEL
IGNITION	ERA CORRECT. MAGNETOS CAN BE USED, BUT MUST BE HIDDEN IN ORIGINAL IGNITION HOUSINGS
CARBURETOR	OEM OR LINKERT M&S SERIES, AMAL TYPE 29,76,276,TT,RN OR FLANGE MOUNT MIKUNI
RESTRICTORS	NONE
TRANSMISSION	OEM LIKE MAKE AND MODEL. 4 SPEED MAX NO FOOT OR HAND SHIFT CONVERSIONS ON BIKES ORIGINALLY HAND SHIFT
SHOCKS	RIDGID REAR SUSPENSION ONLY
EXHAUST	ERA CORRECT
TT BRAKES FRONT	OEM, LIKE MAKE AND MODEL DRUM ONLY
TT BRAKES REAR	OEM, LIKE MAKE AND MODEL. DRUM ONLY

2. Pre-1951: 750cc Side Valve or 500cc Overhead Valve; 4-Stroke Only

NO BRAKES IN OVAL COMPETITION. BRAKES IN TT RACING ONLY

80 CI LIMIT IN TT RACING ONLY

FRONT TIRE	2.70X7.0X19" OR 4:00X19 MAXIMUM
FRONT RIM	WM-3 2.15" MAXIMUM SPOKE TYPE ONLY. NO MAG TYPE RIMS
REAR TIRE	2.70X7.0X19" OR 4:00X19" MAXIMUM
REAR RIM	WM-3 2.15" MAXIMUM. SPOKE TYPE ONLY. NO MAG TYPE RIMS
FORKS	OEM. ERA CORRECT STIFFENING ALLOWED
GAS TANK	ERA CORRECT
FRAME	OEM. ERA CORRECT STIFFENING ALLOWED
SEAT	ERA CORRECT
OIL TANK	ERA CORRECT
MOTOR	MFG. MUST MATCH FRAME AND FORKS. LIKE, MAKE AND MODEL
HEAD	OEM, LIKE, MAKE AND MODEL
CYLINDER	OEM, LIKE, MAKE AND MODEL .080 OVERBORE AND MFG STROKE
CASES	OEM, LIKE MAKE AND MODEL
IGNITION	ERA CORRECT. MAGNETO'S MAY BE USED, BUT MUST BE HIDDEN IN ORIGINAL IGNITION HOUSING
CARBURETOR	ERA CORRECT OEM OR LINKERT M&S SERIES, AMAL TYPE 29,76,276 TT,RN AND FLANGE MOUNT MIKUNI'S
RESTRICTORS	NONE
TRANSMISSION	OEM, LIKE MAKE AND MODEL. 4 SPEED MAX. NO FOOT SHIFT OR HAND CLUTCH CONVERSIONS ON BIKES ORIGINALLY HAND SHIFT. NO MILITARY HAND CLUTCH CONVERSIONS
SHOCKS	RIDGID REAR SUSPENSION ONLY
EXHAUST	ERA CORRECT
TT BRAKES FRONT	OEM, LIKE MAKE AND MODEL DRUM ONLY
TT BRAKES REAR	OEM, LIKE MAKE AND MODEL, MECHANICAL DRUM ONLY

3. 1952-1968: 251cc-750cc 4-Stroke Side Valve; 251cc-500cc or Overhead Valve 4-Stroke

NO BRAKES IN OVAL COMPETITION. BRAKES IN TT RACING ONLY

900CC MAXIMUM DISPLACEMENT IN TT RACING ONLY

FRONT TIRE	2.70X7.0X19" OR 4:00X19 MAXIMUM
FRONT RIM	WM-3 2.15" MAXIMUM SPOKE TYPE ONLY. NO MAG TYPE RIMS
REAR TIRE	2.70X7.0X19" OR 4:00X19" MAXIMUM
REAR RIM	WM-3 2.15" MAXIMUM SPOKE TYPE ONLY. NO MAG TYPE RIMS
FORKS	OEM OR ERA CORRECT. 35MM MAX DIA. CONVENTIONAL DESIGN ONLY
GAS TANK	ERA CORRECT
FRAME	OEM, STIFFENING ALLOWED OR ERA CORRECT REPLACEMENT
SEAT	ERA CORRECT
OIL TANK	ERA CORRECT
MOTOR	MFG. APPROVED FOR COMPETITION
HEAD	OEM, LIKE, MAKE AND MODEL
CYLINDER	OEM, LIKE, MAKE AND MODEL .080 OVERBORE AND MFG STROKE
CASES	OEM, LIKE MAKE AND MODEL
IGNITION	OEM OR ERA CORRECT. MAGNEETOS MAY BE USED BUT MUST BE HIDDEN IN ORIGINAL IGNITION LOCATION

CARBURETOR	OEM OR LINKERT M,L&S, TILLOTSEN, DEL'ORTO SSI, AMAL MONOBLOCK AND CONCENTRIC, GP, TT, IRZ 32MM. MIKUNI FLANGE MOUNT ONLY. NO MIKUNI VM OR FLAT SLIDES ALLOWED
RESTRICTORS	NO REED VALVES
TRANSMISSION	OEM, LIKE MAKE AND MODEL. 5 SPEED MAX.
SHOCKS	OEM OR ERA CORRECT. NO PIGGY BACK SHOCKS
EXHAUST	ERA CORRECT
TT BRAKES FRONT	MECHANICAL DRUM ONLY ERA CORRECT
TT BRAKES REAR	MECHANICAL DRUM ONLY ERA CORRECT

4. 1952-1968: 0-250cc 2-Stroke or 4-Stroke

NO BRAKES IN OVAL COMPETITION. BRAKES IN TT RACING ONLY	
FRONT TIRE	2.70X7.0X19" OR 4:00X19" MAXIMUM
FRONT RIM	WM-3 2.15" MAXIMUM. SPOKE TYPE ONLY. NO MAG TYPE RIMS
REAR TIRE	2.70X7.0X19" OR 4:00X19" MAXIMUM
REAR RIM	WM-3 2.15" MAXIMUM. SPOKE TYPE ONLY. NO MAG TYPE RIMS
FORKS	OEM OR ERA CORRECT. 35MM MAX DIA. CONVENTIONAL DESIGN ONLY
GAS TANK	ERA CORRECT
FRAME	OEM TWIN SHOCK OR RIDGID. AFTERMARKET RIDGID FRAMES ONLY
SEAT	ERA CORRECT
OIL TANK	ERA CORRECT
MOTOR	MFG. APPROVED FOR COMPETITION
HEAD	OEM, LIKE, MAKE AND MODEL
CYLINDER	OEM, LIKE, MAKE AND MODEL .080 OVERBORE AND MFG
STROKE	
CASES	OEM, LIKE MAKE AND MODEL
IGNITION	ERA CORRECT MAGNETOS MAY BE USED, BUT MUST BE HIDDEN IN ORIGINAL IGNITION LOCATION
CARBURETOR	ERA CORRECT 32MM MAXIMUM SINGLES 28MM TWINS. LINKERT M,L&S TILLOTSEN, DEL 'ORTO SSI, AMAL MONO BLOCK, CONCENTRIC,GP AND TT. IRZ 32MM. MIKUNI FLANGE MOUNTS ONLY. NO VM MIKUNIS OR ANY FLAT SLIDES
RESTRICTORS	NO REED VALVES
TRANSMISSION	OEM, LIKE MAKE AND MODEL. 5 SPEED MAX.
SHOCKS	OEM OR ERA CORRECT. NO PIGGY BACK SHOCKS
EXHAUST	ERA CORRECT
TT BRAKES FRONT	MECHANICAL DRUM ONLY. ERA CORRECT
TT BRAKES REAR	MECHANICAL DRUM ONLY. ERA CORRECT

5. 1969-1976: 175cc-250cc 2-Stroke or 4-Stroke; 2-Stroke Singles Only, 4-Stroke Singles and Twins allowed

FRONT TIRE	2.70X7.0X19" OR 4:00X19" MAXIMUM
FRONT RIM	WM-3 2.15" MAXIMUM. MAG OR SPOKE TYPE ALLOWED
REAR TIRE	2.70X7.0X19" OR 4:00X19" MAXIMUM
REAR RIM	WM-3 2.15" MAXIMUM. MAG OR SPOKE TYPE ALLOWED
FORKS	OEM OR ERA CORRECT. 35MM MAX DIA. CONVENTIONAL DESIGN ONLY
GAS TANK	ERA CORRECT

FRAME	OEM, STIFFENING ALLOWED OR ERA CORRECT REPLACEMENT. TWIN SHOCK ONLY
SEAT	ERA CORRECT
OIL TANK	ERA CORRECT
MOTOR	MFG. APPROVED FOR COMPETITION
HEAD	OEM, LIKE, MAKE AND MODEL
CYLINDER	OEM, LIKE, MAKE AND MODEL .080 OVERBORE AND MFG STROKE
CASES	OEM, LIKE MAKE AND MODEL
IGNITION	ERA CORRECT. MAGNETOS MAY BE USED, BUT MUST BE HIDDEN IN ORIGINAL IGNITION LOCATION
CARBURETOR	ERA CORRECT. NO MM LIMIT. NO MIKUNI OR KIEHIN FLAT SLIDES
RESTRICTORS	NONE
TRANSMISSION	OEM, LIKE MAKE AND MODEL. 5 SPEED MAX.
SHOCKS	OEM OR ERA CORRECT. NO PIGGY BACK SHOCKS
EXHAUST	ERA CORRECT
TT BRAKES FRONT	OEM OR ERA CORRECT DISC, TWO PISTON MAX.
BRAKES REAR	OEM OR ERA CORRECT DISC, TWO PISTON MAX

6. 1969-1976: 251cc-360cc 2-Stroke or 4-Stroke; 250cc Twins allowed

FRONT TIRE	2.70 X 7.0 X 19" OR 4:00X19 MAXIMUM
FRONT RIM	WM-3 2.15" MAXIMUM. SPOKE OR MAG TYPE RIMS
REAR TIRE	2.70X7.0X19" OR 4:00X19" MAXIMUM
REAR RIM	WM-3 2.15" MAXIMUM. SPOKE OR MAG TYPE RIMS
FORKS	OEM OR ERA CORRECT. 35MM MAX DIA. CONVENTIONAL DESIGN ONLY
GAS TANK	ERA CORRECT
FRAME	OEM, STIFFENING ALLOWED OR ERA CORRECT REPLACEMENT TWIN SHOCK ONLY
SEAT	ERA CORRECT
OIL TANK	ERA CORRECT
MOTOR	MFG. APPROVED FOR COMPETITION
HEAD	OEM, LIKE, MAKE AND MODEL
CYLINDER	OEM, LIKE, MAKE AND MODEL .080 OVERBORE AND MFG STROKE
CASES	OEM, LIKE MAKE AND MODEL
IGNITION	ERA CORRECT. MAGNETOS MAY BE USED, BUT MUST BE HIDDEN IN ORIGINAL IGNITION LOCATION
CARBURETOR	ERA CORRECT. NO MM LIMIT. NO MIKUNI OR KIEHIN FLAT SLIDES
RESTRICTORS	NONE
TRANSMISSION	OEM, LIKE MAKE AND MODEL. 5 SPEED MAX.
SHOCKS	OEM OR ERA CORRECT. NO PIGGY BACK SHOCKS
EXHAUST	ERA CORRECT
TT BRAKES FRONT	OEM OR ERA CORRECT DISC. 2 PISTON MAX
BRAKES REAR	OEM OR ERA CORRECT DISC. 2 PISTONS MAX

7. 1969-1976: 361cc-500cc Singles 2-Stroke or 4-Stroke

FRONT TIRE	2.70 X 7.0 X 19" OR 4:00 X 19 MAXIMUM
FRONT RIM	WM-3 2.15" MAXIMUM. SPOKE OR NAG TYPE
REAR TIRE	2.70X7.0X19" OR 4:00X19" MAXIMUM

REAR RIM	WM-3 2.15" MAXIMUM. SPOKE OR MAG TYPE
FORKS	OEM OR ERA CORRECT. 35MM MAX DIA. CONVENTIONAL
DESIGN ONLY	
GAS TANK	ERA CORRECT
FRAME	OEM, STIFFENING ALLOWED OR ERA CORRECT
	REPLACEMENT. TWIN SHOCK ONLY
SEAT	ERA CORRECT
OIL TANK	ERA CORRECT
MOTOR	MFG. APPROVED FOR COMPETITION
HEAD	OEM, LIKE, MAKE AND MODEL
CYLINDER	OEM, LIKE, MAKE AND MODEL .080 OVERBORE AND MFG
	STROKE
CASES	OEM, LIKE MAKE AND MODEL
IGNITION	ERA CORRECT. MAGNETOS ALLOWED, BUT MUST BE HIDDEN IN
	ORIGINAL IGNITION LOCATION
CARBURETOR	ERA CORRECT
RESTRICTORS	NONE
TRANSMISSION	OEM, LIKE MAKE AND MODEL. 5 SPEED MAX.
SHOCKS	OEM OR ERA CORRECT. NO PIGGY BACK SHOCKS
EXHAUST	ERA CORRECT
TT BRAKES FRONT	OEM OR ERA CORRECT DISC, 2 PISTON MAX
BRAKES REAR	OEM OR ERA CORRECT DISC, 2 PISTON MAX

8. 1969-1976: 335cc-750cc Multi-Cylinder 2-Stroke or 4-Stroke

FRONT TIRE	2.70 X 7.0 X 19" OR 4:00 X 19 MAXIMUM
FRONT RIM	WM-3 2.15" MAXIMUM. SPOKE OR MAG TYPE
REAR TIRE	2.70X7.0X19" OR 4:00X19" MAXIMUM
REAR RIM	WM-3 2.15" MAXIMUM. SPOKE OR MAG TYPE
FORKS	OEM OR ERA CORRECT. 35MM MAX DIA. CONVENTIONAL
	DESIGN ONLY
GAS TANK	ERA CORRECT
FRAME	OEM, STIFFENING ALLOWED OR ERA CORRECT REPLACEMENT.
	TWIN SHOCK ONLY
SEAT	ERA CORRECT
OIL TANK	ERA CORRECT
MOTOR	MFG. APPROVED FOR COMPETITION
HEAD	OEM, LIKE, MAKE AND MODEL
CYLINDER	OEM, LIKE, MAKE AND MODEL .080 OVERBORE AND MFG
	STROKE
CASES	OEM, LIKE MAKE AND MODEL
IGNITION	ERA CORRECT. MAGNETOS ALLOWED, BUT MUST BE HIDDEN IN
	ORIGINAL IGNITION LOCATION
CARBURETOR	ERA CORRECT- NO MIKUNI OR KIENIN FLAT SLIDES
RESTRICTORS	NONE
TRANSMISSION	OEM, LIKE MAKE AND MODEL. 5 SPEED MAX.
SHOCKS	OEM OR ERA CORRECT. NO PIGGY BACK SHOCKS
EXHAUST	ERA CORRECT
TT BRAKES FRONT	OEM OR ERA CORRECT DISC, 2 PISTON MAX
BRAKES REAR	OEM OR ERA CORRECT DISC, 2 PISTON MAX

9. 1977-1988: 250cc 2-Stroke; 504cc 4-Stroke Singles Only

REAR BRAKES MANDATORY. NO FRONT BRAKES IN OVAL COMPETITION

FRONT BRAKES IN TT RACING ONLY

FRONT TIRE	2.70 X 7.0 X 19" OR 4:00 X 19 MAXIMUM
FRONT RIM	WM-6 3.50" MAXIMUM. SPOKE OR MAG TYPE RIM
REAR TIRE	2.75X7.5X19" MAXIMUM
REAR RIM	WM-6 3.50" MAXIMUM. SPOKE OR MAG TYPE RIM
FORKS	OEM OR ERA CORRECT.ANY DIAMETER, CONVENTIONAL
DESIGN ONLY	
GAS TANK	ERA CORRECT
FRAME	OEM, STIFFENING ALLOWED OR ERA CORRECT REPLACEMENT TWIN SHOCK OR ROBERTS MONO SHOCK, EARLY C&J MONO SHOCK (HORIZONTAL SHOCK ON TOP OF MOTOR) HONDA FACTORY DIRT TRACK,RS LINKAGE FRAME OR PANTHER- BOLGER LINKAGE FRAME
SEAT	ERA CORRECT
OIL TANK	ERA CORRECT
MOTOR	MFG. APPROVED FOR COMPETITION
HEAD	OEM, LIKE, MAKE AND MODEL
CYLINDER	OEM, LIKE, MAKE AND MODEL .080 OVERBORE AND MFG STROKE
CASES	OEM, LIKE MAKE AND MODEL
IGNITION	ERA CORRECT
CARBURETOR	ERA CORRECT
RESTRICTORS	ONE
TRANSMISSION	OEM, LIKE MAKE AND MODEL. 5 SPEED MAX.
SHOCKS	OEM OR ERA CORRECT. PIGGY BACKS ALLOWED. NO REMOTE RESIVORS
EXHAUST	ERA CORRECT 115 DECIBLE LIMIT
TT BRAKES FRONT	OEM OR ERA CORRECT DISC, MULTI PISTON ALLOWED
BRAKES REAR	OEM OR ERA CORRECT DISC, MULTI PISTON ALLOWED

10. 1977-1988: 375cc-500cc 2-Stroke Singles; 505cc-600cc 4-Stroke Singles; 501cc-750cc

Restricted Twins

REAR BRAKES MANDATORY. NO FRONT BRAKES IN OVAL COMPETITION

FRONT BRAKES IN TT RACING ONLY

FRONT TIRE	2.70 X 7.0 X 19" OR 4:00 X 19 MAXIMUM
FRONT RIM	WM-6 3.50" MAXIMUM. SPOKE OR MAG TYPE ALLOWED
REAR TIRE	2.75X7.5X19" MAXIMUM
REAR RIM	WM-6 3.50" MAXIMUM. SPOKE OR MAG TYPE ALLOWED
FORKS	OEM OR ERA CORRECT.ANY DIAMETER, CONVENTIONAL
DESIGN ONLY	
GAS TANK	ERA CORRECT
FRAME	OEM, STIFFENING ALLOWED OR ERA CORRECT REPLACEMENT TWIN SHOCK OR ROBERTS MONO SHOCK, EARLY C&J MONO SHOCK (HORIZONTAL SHOCK ON TOP OF MOTOR) HONDA FACTORY DIRT TRACK, RS LINKAGE FRAME OR PANTHER- BOLGER LINKAGE FRAME
SEAT	ERA CORRECT
OIL TANK	ERA CORRECT
MOTOR	MFG. APPROVED FOR COMPETITION
HEAD	OEM, LIKE, MAKE AND MODEL NO 'D' PORT HEAD ON XR 750. SINGLE PLUG ONLY

CYLINDER	OEM, LIKE, MAKE AND MODEL .080 OVERBOAR AND MFG STROKE
CASES	OEM, LIKE MAKE AND MODEL. NO BIG OIL PUMP ON XR 750'S. 1988 OR OLDER OIL PUMP ONLY
IGNITION	ERA CORRECT NO MOTOPLAT OR PVL ON XR750'S
CARBURETORS +	SINGLES, UN-RESTRICTED. TWINS, EITHER A 34MM CARB MAX WITH NO
RESTRICTORS	RESTRICTORS OR 38MM OR LARGER CARBS WITH 33MM INTAKE RESTRICTORS.
TRANSMISSION	OEM, LIKE MAKE AND MODEL. 5 SPEED MAX.
SHOCKS	OEM OR ERA CORRECT. PIGGY BACKS ALLOWED. NO REMOTE RESIVIORS
EXHAUST	ERA CORRECT 115 DECIBLE LIMIT
TT BRAKES FRONT	OEM OR ERA CORRECT DISC, MULTI PISTON ALLOWED
BRAKES REAR	OEM OR ERA CORRECT DISC, MULTI PISTON ALLOWED

11. 12-17 Year-Olds: 1969-1976: 0-125cc 2-Stroke or 4-Stroke; Singles or Twins

REAR BRAKES MANDATORY IN ALL OVAL COMPETITION. FRONT BRAKES ALLOWED IN TT RACING ONLY

FRONT TIRE	2.70X7.0X19" OR 3:50X19 MAXIMUM
FRONT RIM	WM-3 2.15" MAXIMUM. SPOKE TYPE ONLY. NO MAG TYPE RIMS
REAR TIRE	18" DIAMETER MAXIMUM
REAR RIM	WM-3 2.15" MAXIMUM
FORKS	OEM OR ERA CORRECT. 35MM MAX DIA. CONVENTIONAL DESIGN ONLY
GAS TANK	ERA CORRECT
FRAME	OEM, STIFFENING ALLOWED OR ERA CORRECT REPLACEMENT. TWIN SHOCK ONLY Youth
SEAT	ERA CORRECT
OIL TANK	ERA CORRECT
MOTOR	MFG. APPROVED FOR COMPETITION
HEAD	OEM, LIKE, MAKE AND MODEL
CYLINDER	OEM, LIKE, MAKE AND MODEL .080 OVERBORE AND MFG STROKE
CASES	OEM, LIKE MAKE AND MODEL
IGNITION	ERA CORRECT. MAGNEETOS ALLOWED, BUT MUST BE HIDDEN IN ORIGINAL IGNITION LOCATION
CARBURETOR	ERA CORRECT 34MM SINGLES, 30MM TWINS. NO FLAT SLIDES
RESTRICTORS	NONE
TRANSMISSION	OEM, LIKE MAKE AND MODEL. 6 SPEED MAX.
SHOCKS	OEM OR ERA CORRECT. NO PIGGY BACK SHOCKS
EXHAUST	ERA CORRECT
TT BRAKES FRONT	ERA CORRECT DISC. 2 PISTON MAX
TT BRAKES REAR	ERA CORRECT DISC. 2 PISTON MAX

12. 12-17 Year-Olds: 1977-1988: 0-125cc 2-Stroke or 4-Stroke

REAR BRAKES ONLY IN OVAL COMPETITION. FRONT BRAKES ALLOWED IN TT RACING ONLY

FRONT TIRE	2.70X7.0X19" OR 4:00X19 MAXIMUM
FRONT RIM	WM-3 2.15" MAXIMUM. SPOKE OR MAG TYPE RIMS ALLOWED
REAR TIRE	2.70X7.0X19" OR 4:00X19" MAXIMUM
REAR RIM	WM-3 2.15" MAXIMUM. SPOKE OR MAG TYPE RIMS ALLOWED

FORKS	OEM OR ERA CORRECT. ANY DIAMETER CONVENTIONAL
DESIGN ONLY	
GAS TANK	ERA CORRECT
FRAME	OEM, STIFFENING ALLOWED OR ERA CORRECT REPLACEMENT TWIN SHOCK ONLY MFG. MONO SHOCK OR LINKAGE FRAME ALLOWED
SEAT	ERA CORRECT
OIL TANK	ERA CORRECT
MOTOR	MFG. APPROVED FOR COMPETITION
HEAD	OEM, LIKE, MAKE AND MODEL
CYLINDER	OEM, LIKE, MAKE AND MODEL .080 OVERBORE AND MFG STROKE
CASES	OEM, LIKE MAKE AND MODEL
IGNITION	ERA CORRECT
CARBURETOR	ERA CORRECT 34MM MAX FLAT SLIDES ALLOWED
RESTRICTORS	NONE
TRANSMISSION	OEM, LIKE MAKE AND MODEL. 6 SPEED MAX.
SHOCKS	OEM OR ERA CORRECT. PIGGY BACKS ALLOWED. NO REMOTE RESIVORS
EXHAUST	ERA CORRECT
TT BRAKES FRONT	ERA CORRECT DISC. 2 PISTON MAX
TT BRAKES REAR	ERA CORRECT DISC. 2 PISTON MAX

13. Women's Open: All eligible machinery from 1969-1988

ALL ELIGIBLE MACHINERY FROM 1969-1988

14. 50+ Open: All eligible machinery from 1969-1988

ALL ELIGIBLE MACHINERY FROM 1969-1988

15. Modern Singles (1983 and up)

Non-Championship class running at Ashland only

16. Antique (1951 and earlier 500cc OHV or 750cc side valve)

Non-Championship class running at Ashland only

a. The following classes are eligible for points toward the AMA Track Racing Vintage Grand National Championship:

- i. 1969-1976: 175cc-250cc 2-Stroke or 4-Stroke; 2-Stroke Singles Only, 4-Stroke Singles and Twins allowed
- ii. 1969-1976: 361cc-500cc Singles 2-Stroke or 4-Stroke
- iii. 1969-1976: 335cc-750cc Multi-Cylinder 2-Stroke or 4-Stroke
- iv. 1977-1988: 375cc-500cc 2-Stroke Singles; 505cc-600cc 4-Stroke Singles; 501cc-750cc Restricted Twins