

Chris Rawson. Photo courtesy of Andrew Phillips. www.aphillips66.smugmug.com

2014 RULEBOOK

Rules and Regulations for Vintage Roadracing Motorcycles and Sidecars,
Endurance Racing, Observed Trials, MotoGiroUSA and Pewter Run events

Philosophy, Objectives, and Protocols of the USCRA Rules and Regulations (“RR”)

The rules and regulations are intended to promote the following objectives:

1. The preservation and racing use of historic racing motorcycles, and racing motorcycles built after the classic period that are consistent in design and construction with racing motorcycles actually built in the applicable periods.
2. Foster close and competitive racing in a spirit of sportsmanship and camaraderie.
3. Accessibility of classic motorcycle racing to interested enthusiasts.
4. Most importantly, to have **fun**.

All specific rules and regulations set forth in the RR are to be read and enforced in the context of the above objectives. To that end, any and all provisions of the RR may be amended or changed by the USCRA upon reasonable notice, as required to maintain the intent and reality of the objectives in the sole and exclusive discretion of the USCRA. The agreement to this provision by all competitors, entrants and owners shall be confirmed by their participation where these rules govern the event.

All rule change proposals must be e-mailed or sent via postal mail to the addresses indicated below by December 1. The full list of rule proposals will be publicly posted on the USCRA website, Yahoo Group and Facebook Group by December 1 for member review, after which there will be a two week period for written comments and suggestions to be submitted to the Rules Committee (RC). The Rules Committee will review all written commentary submitted and may modify or add any proposal(s) accordingly during the rules meeting.

The following addresses should be used for rules proposals and comments /suggestion on rule proposals:

- The e-mail address is: rules_uscra@yahoo.com
- The postal address is: USCRA Rules c/o Doug Donelan
14 Linhurst Place, Rockville Centre, NY 11570

Note: The Rules Committee may add or modify any proposal(s) during the Rules Committee meeting.

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1 Names and Addresses

Director:

Robert Coy
441 Athol Road
Richmond, NH 03470
Phone 413.498.4433
E-mail: raceuscra@yahoo.com

Registration & Membership:

Eve Stein/ Chris Stein
5 Brook Bend Place
Oakdale, CT 06370
Phone 860.447.2001
Fax 860.447.1201
E-mail: uscra_reg@yahoo.com

Website:

Shane Rivet
122 Elm St.
Penacook, NH 03303
Phone: 603-753-2059
E-mail:
srivet@race-uscra.com

Rules Committee/Rulebook:

Doug Donelan
Phone 516.851.7508
E-mail: rules_uscra@yahoo.com

Referee:

Frank Smith
908.371.1101
nhisday@patmedia.net

Public Relations:

Shane Rivet
122 Elm St.
Penacook, NH 03303
Phone: 603-753-2059
E-mail:
srivet@race-uscra.com

Club Liaisons:

Karl Smolenski
100 Lower Creek Road
Ithaca, NY 14850
Phone: 607.347.4415
E-mail: ksmolenski@yahoo.com

1.1 Rules Committee (RC)

Member	Discipline	Phone	E-Mail
Bob Coy	(All)	413.498.4433	raceuscra@yahoo.com
Frank Camillieri	(RR,Giro)	603.887.2044	frank@stonemachine.com
George DeCamp	(RR)	603.942.7441	hawkracing@metrocast.net
Doug Donelan	(Chrm.)	516.851.7508	rules_uscra@yahoo.com
Mark Gibson	(SC,RR,Giro,PR)	978.928.5984	msgibson@charter.net
Frank & Kathy Smith	(RR,Giro)	908.371.1101	nhisday@comcast.net
Karl Smolenski	(RR,SC,Giro)	607.347.4415	ksmolenski@yahoo.com
Pete & Denise Talabach	(RR,SC,Giro)	508.376.4446	oldbikenut@aol.com
Shane Rivet	(RR,Giro,PR)	603.753.2059	srivet@race-uscra.com
Rick Patroliia	(RR)		rpatroliia@comcast.net
Sam Stoney	(RR)		s.stoney@gmail.com
Jim Marhan	(RR)		rocky144@comcast.net
Marcus Poisson	(SC)		marcuspoisson@yahoo.com

Key: RR (Road Racing), SC (Sidecar), PR (Pewter Cup), Giro (MotoGiroUSA), Chrm. (Chairman)

1.2 Regional Representatives

Canada/Nova Scotia

Oliver Burr
Jason Porter
902.897.6910
burrol@gov.ns.ca

New Hampshire

George DeCamp
603.942.7441
hawkracing@metrocast.net

Tom Marhan

603.707.0220
t.marhan@yahoo.com

Massachusetts/East

George DeCamp
603.942.7441
hawkracing@metrocast.net

Massachusetts/West

Mark S. Gibson
978.928.5984
msgibson@charter.net

Connecticut

Dave Evans
860.228.1554
oldbikeracing@juno.com

New Jersey

Frank Smith
908.371.1101
nhisday@patmedia.net

New York/Metro Area

Doug Donelan
516.851.7508
cemoto68@yahoo.com

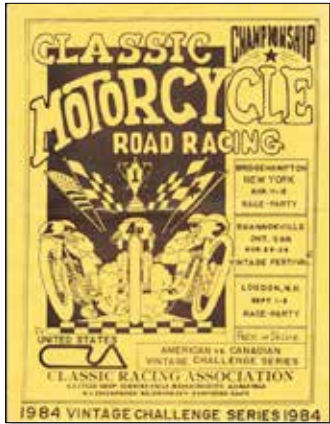
New York/Albany Region

Richard C. Snyder
518.943.7507
rcsnyder233@aol.com

New York/Western Region

Craig Hirko
607.642.8547
chirko@juno.com

2 History and Types of Events



USCRA event poster, circa 1984.

The USCRA can trace its roots back to the mid-1970's when a racer named Bob Coy who had been running the latest in roadracing machinery, Yamaha TZ 350's and AMA Superbikes partnered with Rob Ianucci, who had just begun his racing collection. Together the two began to organize a few vintage races that were added to AAMRR programs run at the now defunct Bridgehampton Raceway on Long Island's east end. Bob continued to campaign his Norton Manx, entering it in many 'modern' events until the opportunity arose to organize and promote a full stand-alone vintage event. The year was 1981 and the USCRA had come of age from those early mid-70's roots as vintage became more popular.

The first stand-alone event took place at the Old Bryar Motorsports Park in Laconia, New Hampshire

July 4th weekend of 1981. The event, known as the Belknap Cup Summer Vintage Festival, featured a weekend of classic racing machinery from the world of both motorcycles and automobiles. The event was successful enough to become a fixture in the Bryar schedule until the track was sold in 1990, renovated and renamed New Hampshire International Speedway. The Belknap Cup was re-named the Vintage Celebration. In 1990, NHIS took over the event and contracted the USCRA to run the motorcycle portion of the program. Within two years, the USCRA had grown that single stand-alone event into a full season of successful racing.

Staying true to the heritage of classic Grand Prix motorcycle roadracing, the USCRA promoted the best of vintage racing machines including classes that were all but extinct in North America, namely Sidecars and 50cc Grand Prix. Today, from that limited mid-70's beginning, the USCRA is the oldest continually operating vintage roadracing organization in the country and includes over 300 active members. All of our events are AMA sanctioned and participants must be licensed with the USCRA or another accredited racing organization.

The United States Classic Racing Association (USCRA) actively promotes four general types of events: Roadracing on both proprietary built roadrace circuits and real roads courses like Gunstock and the Streets of Laconia, Observed Trials, Motogiro and Pewter Run touring events held on open public roads. In addition the club holds an annual banquet and participates in events held by other clubs primarily the VRRR (Vintage Road Racing Association), AMCRA (Atlantic Motorcycle Classic Racing Association), and WERA (Western Eastern Roadracing Association. Members are welcome to participate in as many or few events as they choose, for roadracing members there is a season long championship with points awarded at most events.

3 Summary of Ratified Rule Changes for 2014

- Inclusion of Marcus Poisson to the rules committee (Secs. 1.1)
- Amended 5-year helmet eligibility rule. (Sec. 4.1.5)
- Amended 'Motorcycle Safety Requirements' to include safety requirements for the use of onboard cameras and recording equipment (Sec. 4.6.20)
- Clarification of road racing prepared motorcycles (Sec. 4.7.3.1)
- Inclusion of EX250 in Period IV, Formula 3 (Sec. 5.8: Exceptions)
- Inclusion (with restrictions) of KTM 600, 620, 640, 660, model years 1984 through 2006 Period IV, Formula 3 (Sec. 5.8: Exceptions)
- Inclusion of 4-stroke 250cc GP machines in Modern 125 GP, rename class as 'Modern 125/250GP' (Sec. 5.9.2)
- Inclusion of Triumph TR7 750cc unit twins in Supervintage Sidecars (P2) (Sec. 6.2: Exceptions)
- Correction/Inclusion of "Any period four-stroke OHC single cylinder" in Supervintage Sidecars (P2) (Sec. 6.2: Exceptions)

NOTE: Details of each ratified rule change can be found in the corresponding section of this Rulebook

4 Roadracing Rules

4.1 Rider Requirements and Conduct

NOTE: Interpretation and enforcement of all rules are subject to the discretion of the Director, the Rules Committee, the Referee and authorized technical inspectors.

1. New riders are required to provide evidence of successful completion of an accredited roadracing school or proof of prior roadracing experience in another roadracing organization.
2. All riders must provide proof of current medical insurance coverage and be current AMA members (membership sold at all events). CMA members participating in approved events are exempt from AMA membership requirement. All riders are required to fill out a medical information card and keep it on their person (inside their leathers) whenever they are on the racing circuit. Medical information cards will be made available at registration.

4 Roadracing Rules (continued)

3. All participants must be at least 16 years old as of the day of the event.
4. Competitors must wear approved riding equipment consisting of leather gloves, leather jacket and pants that zip together or one piece leather suit and leather boots with a minimum height of 8" from the top of the sole and overlapping the pants. Back protectors are required for all riders and sidecar passengers participating in roadracing events.
5. Helmets shall be full coverage with an attached face shield. Full face 'modular' or 'flip-up' helmets are prohibited. 'Tear off' or 'tear away' face shields are prohibited. Quick release helmet straps, unless original equipment, are also prohibited.

Helmets must meet certification standards of at least one of the following: Snell 2010, "British Blue Label" standard BSI 6658 Type A, or European ECE22-04 & ECE22-05 P standard and display a valid decal citing such certification.

Any helmet that has been damaged or suffered a severe impact must be replaced and shall not be permitted for use in competition until sent to the manufacturer for inspection. The rider shall provide proof of inspection before the helmet is permitted for use in competition.

It shall be the sole responsibility of the rider that the helmet is maintained in a good, safe and serviceable condition suitable for competition. All helmets must pass technical inspection. Technical inspectors reserve the right to refuse the use of any helmet for use in competition, if in the opinion of that inspector the helmet appears to be unsafe for use in competition.

Technical inspection at the day of the event does not imply, certify or in any way warrant by the Technical Inspectors, the Director or any agent of the USCRA that the condition of the helmet is free from defects. Although the USCRA approves materials, it does not endorse nor guarantee specific products or manufacturers. Riders must rely on their own judgment in the selection of helmets and apparel for safety and durability. The purchase of these products and their use will not guarantee the prevention of serious head injury or death.

6. Sidecar passengers must meet all of the above requirements, except the attendance of a roadracing school. Each passenger must be registered as the passenger of the sidecar being raced. A driver who takes a passenger onto the track who is not registered risks disqualification and/or suspension. Non-competitors are prohibited from riding on sidecars anywhere at any time within the designated event facility.
7. All events are held rain or shine unless the racing surface is impassable or unsafe as determined by race officials.
8. All riders are required to attend the mandatory riders meeting.
9. All travel on the race course will be one way, in one direction. Riders are prohibited from traveling backwards on the racing course, unless instructed to do so by race officials.
10. Any machine whose handlebars have touched the ground during a practice session or race may NOT continue in that practice session or race. Any machine that has crashed, must be re-teched prior to being permitted back on the race circuit for the duration of the event.
11. All riders must enter and exit the race circuit at designated areas.
12. All riders entering the race circuit must stay within the designated 'blend' area until they attain racing speed and can safely maneuver onto the racing line.
13. All riders exiting the racing circuit must signal their intentions, and pull off the racing line prior to exiting the track.
14. 'Burnouts', 'wheelies' and any other unsafe riding is prohibited on the racing circuit as well as in the paddock area.
15. The speed limit off the racing circuit is 15mph. This includes the paddock area, pit lane and access roads. This rule applies to all vehicles.
16. The use of controlled substances is strictly prohibited. The consumption of alcohol by anyone, anywhere inside the designated racing facility while the racing circuit is active is strictly prohibited.
17. Riders are responsible for the conduct of themselves and their crew. Rider's risk disqualification, suspension or other disciplinary action for any prohibited conduct. Children under 16 are prohibited on pit lane. All pets must be leashed.

4.2 Rider Suspension

Any rider not meeting the requirements of section 4.1 of the Rulebook, or found to be acting or riding in a dangerous or unsportsmanlike manner shall have his/her actions reviewed by a committee comprised of at least three of the following officials or their designees: Race Director, USCRA Director, Safety Director, Rules Director or Referee. The committee may recommend up to and including: revocation of riding privileges for a specified time, probationary riding status for up to 13 months, or other disciplinary action as deemed appropriate.

4.3 Protests

Protests must be in writing, clearly stating the section(s) of these RR that have been breached, and the manner in which the protestor considers them to have been violated. A protest shall be delivered by hand along with a \$50 cash fee to the Director or Referee no later than thirty (30) minutes after completion of the specific race in which the protested machine and/or rider did participate. Final written findings are not subject to appeal and shall be issued upon such protest within thirty (30) days of the event in question. If the protest is upheld, then the fee will be returned to the protesting party; if the protest is denied, then the fee is paid to the protested party. Protesting parties must have participated in the same race as the protested party.

4.4 Machine Eligibility

Requests for clarifications or exceptions to the RR must be in writing to the Director or his designee. A response to such requests will be provided no later than thirty (30) days from the date of receipt. Exceptions to the RR, consistent with the spirit of the RR, may be made at the sole discretion of the Director or his designee, such decisions are final and may not be appealed. If you are considering utilizing any equipment or modifications that are not specifically covered in this Rulebook, you must consult the Rules Committee and/or the Director for approval prior to said modifications. All machines must conform to regulations of the sanctioning body as well as those of the racing facility.

4.5 Entries and Refunds

Pre-entry (e.g. advanced registration) is strongly recommended. Entry deadlines will be listed on the entry forms for each event. Entries without payment will not be accepted. Pre-entries are normally offered at a lower cost than post entries. If for any reason a participant is unable to attend an event for which they are pre-entered, they may request their payment be returned or a full credit for use at any other USCRA event be issued.

4.5.1 Event Scheduling, Grid Positions and Scoring

All races are typically scheduled for 8 laps (Exception: 50cc races are typically 5 laps). Combined classes may be started in waves. Class size will determine final race order. Classes may be split or combined at the discretion of race director and/or starter. Scheduled race order is subject to change. Any/all changes to an event schedule or individual races therein will be announced at the mandatory riders meeting.

Grid positions will be determined by the registrar based on receipt of and payment for entries for each USCRA event, unless explicitly noted otherwise.

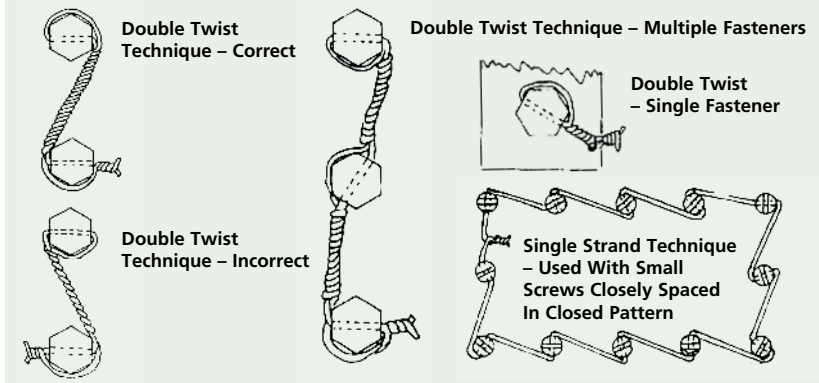
Riders are responsible for acknowledging their proper grid positions. Race results are posted with time of posting after the conclusion of each race. It is the riders responsibility to make known to race officials including, but not limited to: scoring personnel and the race director, any disputes or discrepancies regarding the posted results. Any/all issues regarding the scoring of a race must be addressed no later than one half hour after results are posted. After this time, all result will be considered final.

4.6 Motorcycle Safety Requirements

All machines must meet the safety regulations of the sanctioning body for each event. It is the competitors' responsibility to be aware of the regulations in effect, and comply with them. Safety preparation for both solo and sidecar road racing machines includes, but is not limited to:

1. Safety wiring of critical components mandatory. Wire manufactured for the purpose of lock wiring must be used. Stainless steel type with a diameter of 0.025"-0.032" recommended. .020" safety wire on large parts is prohibited.

Acceptable Safety Wiring Techniques



2. Anything that holds fluid in should be lock wired, for example: oil filler, level plugs, line bore plugs, oil filter bolts and drains, external oil lines and oil drains, covers with only 2 or 3 securing screws. External oil filters (spin on types) must be clamped with a hose clamp and securely safety wired to ensure they cannot spin off.
3. All oil coolers must be securely mounted in a protected area. Recommended cooler lines are lock wired flare (swaged) fittings or banjo bolts, if hose clamps are used they should be lock wired and checked prior to every event. Tygon plastic tubing is prohibited for use as oil line.
4. All fuel lines must be clamped or lock wired.
5. All fuel tank overflow lines and all engine and transmission breather hoses must be securely clamped or lock wired and exit into a catch tank.
6. All catch tanks must have at least an 8 oz. capacity and be situated so they will not normally overflow unless more than 2/3 full.
7. All fork drains must be safely wired or securely taped or sealed with silicone.
8. All brake stay bolts, brake torque arm bolts, brake actuating lever bolts, and caliper-mounting hardware must be lock wired or secured with a cotter pin.
9. All brake rods and cables with threaded adjusters must be wired or cotter pinned to prevent loss of adjuster nut.
10. Axle nuts must be lock wired or secured with a cotter pin.

11. Exhaust systems must be securely mounted and bolts lock wired. A secondary security system is encouraged. All exhaust systems must not have any sharp ends or parts.
12. Wire or secure all outer throttle cable housing, both ends. All throttles must snap shut without assistance at any steering position.
13. Control cables and wires must be secured with either 'zip tie' wraps or safety wire.
14. Master link clip must be installed with the open end of the clip installed pointing away from the direction of chain travel, and the clip must be lock wired.
15. Foot pegs with rubber covers must be lock wired or cotter pinned.
16. Metal tire valve stem caps must be used.
17. All head lights, tail lights, turn signals, luggage racks, mirrors, and other non-essential elements including, but not limited to: brackets, braces, grab rails, center stands and side stands must be removed.
18. All machines must have an operating kill switch.
19. Steering, brakes, and controls must be properly adjusted. Steering stops must be fitted to prevent clip-ons, handlebars or controls from contacting fuel tank or fairing at full steering lock in either direction.
20. Cameras, and/or any other onboard recording devices must be securely mounted to the machine (not to the rider) at a minimum of two points. Riders are responsible for demonstrating secure mounting of cameras at technical inspection. Penalties for cameras that come loose and/or in any way create a hazard to other riders will be assessed and enforced by the Director, and/or other authorized race officials.

NOTE: Determination of adequate safety requirements shall be at the sole discretion of authorized Technical Inspectors as well as the Director.

4.7 General Rules Applicable to All Roadracing Classes

1. Eligibility and classification of all machines is subject to the final determination of the USCRA, consistent with the RR, and subject to the USCRA's sole and exclusive authority to amend the RR.

2. **Belly pans are required on all machines.** The belly pan should be constructed of a suitable material (i.e steel, aluminum or fiberglass) and be of a sufficient size and depth to adequately cover the surface area of the bottom plane of the motor and have the ability to contain at least 3 quarts of oil (4-stroke), and 1.5 quarts of oil (2-stroke). The belly pan must be affixed to the chassis at a minimum of three points and must contain an absorbent material created for the sole purpose of containing oil.

3. Materials and Design: Frames, swingarms, forks must be of period design and materials; any design not clearly documented as a period design must be submitted for written approval at least thirty (30) days prior to competition. Forks must be of a type, size, and style available during the period: no post-period modifications. Rear suspension units must be of a type available during the period.

1. Machines originally manufactured for off-road or dual purpose use must be fitted in race trim. Clip-on or clubman bars only. Wheel size limited to 18" max. (unless explicitly noted otherwise). Knobby tires, motocross handlebars, extended travel forks, high-clearance fenders, etc. are prohibited. Please consult the Rules Committee for further clarifications and guidelines on permitted modifications and eligibility.

4. Bodywork and ancillaries including tanks, seats, fairings, fenders, handlebars, footpegs, and exhausts (silencer design excepted) must be of an applicable period style and materials. Carbon fiber components prohibited (except where expressly noted). 'Dustbin' style fairings are prohibited except for sidecar classes.

5. Engine specifications and ancillaries: Alterations must be consistent with the spirit of period modifications, excepting for electronic ignitions, belt primary drives, modern roundslide and/or non-pumper carburetors eligible. No forced induction.

6. Pump or commercially available race gas only, unless explicitly noted otherwise.

7. Noise restrictions shall be determined by the applicable noise regulations set by the race facility for that event. Competitors are urged to verify both applicable regulations and their ability to comply Prior to each event. The standard tester will be a Radio Shack Model 33-2050.

8. **Tires: Treaded tires only; no slicks, or slicks treaded after manufacture (exception: Modern 125/250GP, Period IV). The use of tire warmers is permitted for Modern125/250GP and Period IV ONLY.**

9. Engine displacement restriction, applicable to all classes:
5% maximum displacement over class limit.

10. Race numbers must be displayed in three locations: front and each side. Numbers must be clearly readable with the rider in position, with a minimum height of 6" and a 1" brush stroke. Numbers cannot touch each other or be outside colored background.

4.8 International Number Plate Color Schemes (per F.I.M.)

Class	Numbers Color	Background Color
50 CC Classes	Black	White
200 GP/ULSV	White	Black
250 GP/LWSV	White	Green
350 GP/MWSV	White	Blue
500 GP	Black	Yellow
Open GP/HWSV	Black	White
Classic Sidecars	Black	White
Supervintage Sidecars	Black	Yellow
All Other Classes	Black	White

Note: Other organizations may require different number color schemes, be prepared when attending their events.

4.9 Championship Points

The chart below gives the point schedule for events hosted by USCRA.

1. A competitor who has accrued the most points in class by the completion of the racing season shall be awarded class championship.

Placing	Points
First	10
Second	8
Third	6
Fourth	5
Fifth	4
Sixth	3
Seventh	2
All Remaining Finishers	1

2. You must be a member in good standing of the USCRA to receive championship points.

3. Ties- In the event of a tie in points, the following protocol will be initiated to determine a class champion:

A. Quantity of top finishes in class.

B. Quantity of USCRA events entered and completed in class.

C. Age of competitor, with the decision going to the older competitor as of the date of the final event of the season.

4. By random drawing, the #1 plate is awarded to a rider from the Class Champions listing. A #1 plate is awarded for both solo roadracing machines and sidecars.

3. A full listing of Championship Points Classes is listed on page 14 of this Rulebook.

4.10 Race Procedures

4.10.1 Flags



Green Flag—Indicates the Start of the race. Also signals clear/active race course. Refer to starting procedures.



Yellow—Stationary: Indicates an incident has occurred or potentially hazardous condition exists on the racing circuit. Passing is permitted with caution. Waving: Indicates an extremely hazardous condition. Usually displayed at marshal station prior to, or at the location of incident or condition. Passing is prohibited until past the point of the incident and/or no waving yellow is present.



Yellow w/red stripes—Stationary: Indicates debris on the racing surface. Waving or pointed: Indicates slippery surface on the track. May be pointed up to indicate rain.



White w/red cross—Indicates a medical vehicle (ambulance) on the racing circuit. Riders are to use extreme caution. If displayed with a waving yellow flag, passing is prohibited.



Red—Indicates the **IMMEDIATE STOP OF RACING**. All riders should signal to riders behind them, slow to safe and controlled pace, proceed around the circuit and exit the course. **DO NOT STOP ON THE COURSE** unless the course is impassable or instructed by a marshal. In the event of a red flag, participants should line up on the hot grid and await a re-start, unless instructed otherwise by the starter.



Black—Indicates a safety violation. The black flag may be displayed waving or rolled up and pointed at the rider/machine in violation. The rider should signal to riders behind him/her, slow to a safe and controlled pace, and immediately get off the racing surface. The rider should inspect his/her machine or report to the nearest marshal. Failure to respond will result in immediate disqualification.



Black w/orange circle ('meatball' flag)—Indicates a starting/gridding infraction or safety violation. The black flag may be displayed waving or rolled up and pointed at the rider/machine in violation. The rider is to complete the lap, safely exit the course and report immediately to the starter.



Blue (optional)—Indicates faster rider(s) approaching. Rider should be aware of passing riders but 'hold their line'.



White and green crossed—Indicates half way point in race.



White—Indicates last lap of race.



Checkered—Indicates the finish of race or practice session. Riders should slow to safe and controlled pace, proceed around the racing circuit and exit the course.

4.10.2 Standard Start

5/3/2/1 Minute Board Procedure

Riders are responsible for acknowledging their proper grid position. Grids are posted at least one half hour prior to race start.

5

Five (5) minute board—When displayed indicates that the racers may enter the racing circuit for a warm-up lap, then proceed to assigned grid positions at start/finish.

3

Three (3) minute board—When displayed indicates that any racers not currently lined up on the start/finish grid must do so without taking a warm-up lap and may be penalized to the back of the grid by the starter. The three minute board is usually displayed once the first rider has entered the last turn of the warm-up lap.

2

Two (2) minute board—When displayed indicates that any racers not currently on the grid will be held on the pit lane until after the race has started and will be permitted to enter the race once the last machine has passed pit out, at the discretion of the starter.

1

One (1) minute board—When displayed in the **HORIZONTAL** position indicates that any rider not in his/her assigned grid position may be penalized for a grid infraction and directed to the back of the grid by the starter. All machines must be held at a dead stop.



When turned to the **VERTICAL** position, indicates the starter may throw the green flag at any time. Any rider that suffers a mechanical problem or stalls should immediately raise their hand and wave it vigorously.

Green flag—When displayed (waved) indicates the start of the race.

4.10.3 Bump Start

A traditional starting method used until the mid 1980's in all forms of world championship level GP racing. The machines are gridded conventionally with engines off. The rider may be either astride or next to their machine during the starting procedure. Once the starter drops the green flag the rider may start the machine in any manner available (push starting being the preferred method). Those riders preferring to use their electric starters must grid at the back to avoid collisions with riders running to start their machine. Neither the rider nor machine may be in motion before the drop of the green flag. Any rider requiring assistance during the push start may have an assistant standing by in the hot pit. They may not enter the track surface until all other motorcycles have started and passed the rider requiring aid.

4.10.4 Le Mans Start

The machines are lined up along the edge of the track opposite the pit wall. Riders line up against the pit wall opposite their machine. The machines are ordered consecutively from grid position 1 through the last machine on the grid. The grid marshal will check that the machines are ordered properly. The machines should be placed at roughly a 45° angle to the track direction. Assistants, remaining stationary will hold the machines upright, but cannot assist the rider in any way to start the machine. Once the starter drops the green flag the riders may run to their machines and start them. The rider must under his/her own power push start the machine. No one can assist a rider with the starting of their motorcycle until all other machines have started and passed the rider requiring assistance.

4.10.5 Multiple Wave Start

Combined classes or large individual grids may be started in multiple waves as determined by the Starter or other authorized race official. Typically races are limited to two waves. The procedure for a multiple-wave start is as follows: Once the entire grid is set on the starting line, waves will be separated by a starting official. The first wave will receive the 2-minute board, followed by the horizontal/vertical 1-minute board, and finally the green flag. During the first wave start, each rider in any additional waves should be sitting upright on his/her machine with at least one foot on the ground one hand in the air. This posture should be maintained until the starter has released the first wave. Once the Starter has determined the first wave is a safe distance from the starting line, the Starter will reset the 1-minute board to a horizontal. At this time, riders in the next wave should prepare for the imminent start of their wave.



5 Solo Roadracing Classes

5.1 Class Overview Chart

NOTE: Provisional classes are not reflected in this chart. Please refer to Section 12 for all provisional classes (if any).

Period	Class	Cut-off Date	Brakes	FIM Class
Pre-P1	Pre 1950	Dec.31, 1949	Drum only	No
Pre-P1	Pre 1965	Dec.31, 1964	Drum only	No
P1	50GP	Model Year 1970	Drum only	Yes (max. 4-speed)
P1	100GP	Model Year 1967	Drum only	Yes
P1	Form. CB160	Model Year 1969	Drum only	Yes
P1	200GP	Model Year 1967	Drum only	Yes
P1	250GP	Model Year 1967	Drum only	Yes
P1	350GP	Model Year 1967	Drum only	Yes
P1	500GP	Model Year 1967	Drum only	Yes
P1	OpenGP	Model Year 1967	Drum only	Yes
P1	Classic Sidecars	Model Year 1967	Period front disc permitted	Yes
P1/P2	Form. CB350	Model Year 1974	Drum only	No
P2	Ultralightweight Supervintage	Approved air cooled machines made after 1968	Period front disc permitted	Yes
P2	Lightweight Supervintage	Model year 1972	Period front disc permitted	Yes
P2	Heavyweight Supervintage	Model year 1972	Period front disc permitted	Yes
P2	Supervintage Sidecars	Model year 1972	Period front disc permitted	Yes
P3	50cc Supervintage	Model year 1983	Period front disc permitted	Yes
P3	Middleweight Production	Model year 1976 Yamaha RD400: Formula RD legal through 1979	Period front discs permitted	Yes
P3	Formula RD	Model year 1979	Period front discs permitted	No
P4	Formula 1,2 & 3	Model year 1989 (unless explicitly noted otherwise)	Period discs permitted	Yes
P4	Form. Middleweight	N/A	Disc	Yes
Modern	50cc	N/A	Disc	No
Modern	100cc Open	N/A	Disc	No
Modern	125/250 GP	N/A	Disc	No
Modern	Cosmo Cup	N/A	Disc	No
Modern	Formula Singles	N/A	Disc	No

5.2 Pre 1950

Race-prepared motorcycles manufactured before December 31, 1949. No updating beyond such date. Methanol fuel permitted for engines originally designed to burn such fuel.

5.3 Pre 1965

Thoroughbred grand prix motorcycles, and race-prepared roadster motorcycles of comparable performance and appearance, manufactured before December 31, 1964; no updating beyond such date.

Examples of eligible machines:

- Aermacchi long-stroke
 - AJS 7R
 - BSA 350 and 500 Gold Star, 500 twins
 - Ducati narrow case, non-Desmo singles
 - Harley-Davidson sidevalve 750
 - Honda CB72 / CB77
 - Matchless G50
 - Indian sidevalve 750
 - Norton 350 and 500 Manx, International, ES2, 500 twins
 - Triumph 500 twins
 - Velocette 350 and 500
 - Yamaha 250 and 305 YDS
 - Royal Enfield Bullet 350/500 (Restrictions: Post-period through 2004 only. Fuel injection prohibited.)
1. All machines subject to Grand Prix Period I rules, except as explicitly provided below.
 2. Displacement: 750cc sidevalve, 500cc overhead valve, 350cc two-stroke.
 3. Exhaust: Systems must be of a design and appearance actually used in the period; silencers excepted.
 4. Frame: MUST be original, No reproductions or replicas. Frames may be reinforced in a period manner. Swingarms must be both original and unmodified. ONLY exception: Lister Replica frame used on Alan Taylor Special Velo.
 5. Bodywork: Must be of a type actually available in the period. 'Dustbin' type fairings prohibited.
 6. Forks: Maximum fork tube diameter 35mm.
 7. Brakes: Drum only, of a design available in the period.

5.4 50cc Roadracing Rules

For genuine road racing 50cc machines and race prepared street based replicas. There will be four classifications of machines that will compete together but be scored separately.

The following rules apply to ALL 50cc machines regardless of OEM:

1. Ignition and Exhaust: Updating permitted.
2. Bodywork: Must be of a type actually available in the period. 'Dustbin' type fairings prohibited.
3. The 50cc classes run as a group but will be scored separately. Modern 50cc and Cosmo Cup machines will always start from the back of the grid, or if numbers allow, from a 2nd wave.
4. 50cc races are started in one of three manners: Bump start, Le Mans start or Standard (live engine) start, selected at race director's discretion.



5.4.1 Classic 50cc GP

Machines are to be prepared in the spirit of the early years of international 50cc racing. The purpose of the class is to recreate the period from the late 1950's through the mid 1960's when many small street based motorcycles were modified to compete in the 50cc class. Genuine works race machines from the period and accurate replicas of works machines from that period may fall outside the permitted modifications and engine specifications for the class.

Some machines acceptable from the period, but not limited to, are:

Benelli • Derbi • Ducati • Garelli • Harley Davidson • Honda C110, CA110
Itom • Kreidler • Minarelli • Mondial • Moto Morini • Sachs
Suzuki (Restricted: 4-speed transmission max) • Tomos • Zundapp

1. Engine: Air cooled engines only.
2. Displacement: 50cc.
3. Carburetion: Maximum carburetor size 21mm.
4. Transmission: Maximum 4-speed transmission.
5. Frames: Must be of tubular steel or pressed steel construction with steel swing arm.
6. Suspension: Twin shock suspension rear - conventional each side. Conventional telescopic or leading link front suspension.
7. Brakes: Drum brakes front and rear.
8. Wheels: Wire spoke wheels only. Rim size 17, 18 or 19"
9. Tires: Minimum 2.00"; maximum 2.75"

5.4.2 Supervintage 50cc

Machines are to be prepared in the spirit of the 50cc racing as it was specified through 1983. Machines modified or constructed for this class must use period cosmetics in their construction. Machines appearing cosmetically outside the spirit of the class will not be permitted to compete. This is a gray area where prudence should prevail. The following rules will be observed regardless of what may have been tried or used in the period.

1. Displacement: Two stroke 50cc; Four stroke 75cc
2. Wheels: Rim size -16, 17, 18, or 19"
3. Tires: Minimum 2.00"; maximum 2.75"

NOTE: Yamaha YSR50 motors permitted, granted they are iron barrel design.

5.4.3 Modern 50cc

This class encourages the participation of road-based machines constructed in the years from 1984 to the present. It is not intended to be a vintage class, though high standards of presentation will be expected of the entrants. OEM 16 inches wheels are permitted

1. Displacement: Two stroke-50cc; Four stroke-75cc
2. Wheels: Rim size -16, 17, 18, or 19"

NOTE: Aprilia 50cc are permitted as stock.

5.4.4 Cosmo Cup

The following are the rules governing the US CRA Cosmo Cup program. This spec class is sponsored by Vintage Cosmo. These rules are subject to change as required to maintain a balanced competitive program.

Competitors must use either the Derbi GPR-50R, the Rieju RS-1, Rieju RR Black, the Rieju Spike or the Aprilia RS50 stock frame and basic running gear.

1. The machine must comply with all US CRA general road racing rules and technical requirements.
2. Displacement: 80cc.
3. Engine: The original may be modified or replaced completely with a different brand engine as long as the displacement limit is observed. The original frame (Derbi, Rieju or Aprilia) in stock form must remain.
4. Airbox: May be modified or removed.
5. Carburetion: May be changed.
6. Exhaust: System may be changed.
7. Gearing: Gearing changes permitted.
8. Tires: Acknowledging the limited availability of tires, modern racing compound tires are encouraged. Treaded tires only: no slicks, or slicks treaded after manufacture.
9. DOT road equipment must be removed or modified to meet US CRA requirements.

5.5 Period I Classes: 100 GP, Form. CB160, 200 GP, 250 GP, 350 GP, 500 GP, Open GP

Grand Prix classes are limited to thoroughbred grand prix motorcycles, and race-prepared roadster motorcycles of comparable performance and appearance, with a maximum model year of 1967, with the following exceptions permitted regardless of model year:

- Aermacchi/Harley Sprint 250 or 350 four stroke single through 1974
- BMW through /5
- BSA (all singles and twins)
- Bultaco through 1972 (PROVIDED no cylinders, crankcases or cylinder heads later than 1967 style)
- Ducati singles through 1974
- Greeves Silverstone, Cotton Villiers
- Harley-Davidson KR, ER, CR
- Honda CB/CL 450 (torsion bar valve spring type head), CB/CL 160
- Jawa 2 valve, OHV, four stroke single cylinder speedway engines through 1978. NO original style total loss lubrication, period cycle parts required.
- Kawasaki A1RA, A7R, A7RA
- Norton Atlas, Commando
- Royal Enfield (and including modern Enfields)
- Suzuki T250, T350, T500 & GT250 (Ram-Air removed)
- Triumph (all singles and twins)
- Velocette
- Yamaha AS1, TD1A, B, C
Later specialty frames (e.g. Seeley, Rickman, Yetman) with eligible engines

NOTE: Above "excepted" machines are still subject to the following general period I rules, irrespective of original equipment, unless explicitly noted otherwise.

5.5.1 Classes based upon displacement:

- 100 GP Up to 100cc
- Form.CB160 160cc
- 200 GP Up to 200cc
- 250 GP 201cc through 250cc
- 350 GP 251cc through 350cc
- 500 GP 351 through 500cc
- Open GP 501cc and greater

5.5.2 100 GP

Engine:

1. Crankshaft modification prohibited.
2. Connecting rod(s) must be stock.
3. Piston, cam, valves, valve spring modifications permitted.
4. Carburetor, exhaust, and porting modifications permitted.
5. Transmission modifications prohibited except final drive ratio.
6. Ignition system modifications permitted.

Chassis:

1. Stock frame and swingarm only. No geometry changes permitted.
2. Any type of brake system may be used.
3. Rear shock absorber and spring may be changed.
4. Front forks and triple clamps may be changed.
5. Wheel size limited to 18" max.
6. No dirtbike style handlebars permitted.
Clip-on or clubman bars only.

5.5.3 Formula CB160 (F-CB160)

A spec class for minimally prepared Honda CB160s.

Any modifications other than those listed below are not permitted.

1. Models permitted: All Honda CB/CL160, mfd. between 1964-1969.
2. Engines: Stock
3. Transmission and Clutch: Stock
4. Carburetion: Must be stock, air boxes may be removed or modified.
5. Exhaust: Any 2 into 2 exhaust meeting USCRA event sound requirements. 2 into 1 stock exhausts allowed for CL160.
6. Gearing: External gearing changes permitted.
7. Frame: Stock frames and swingarms only. Only the following modifications are allowed:
 - a. Frame tabs may be removed.
 - b. Non-structural tabs may be added to facilitate mounting of foot pegs, steering damper, seat and gas tank.
 - c. Swingarm bushings may be changed to aftermarket types.
 - d. Frame seams may be welded. No bracing allowed.
 - e. Tapered bearings in steering head may be used.
8. Forks: Stock
9. Brakes: Stock. May use aftermarket brake shoe linings.
10. Clip-on handlebars permitted.
11. All street equipment must be removed. May retain stock fenders.
12. Ignition system: Stock. OEM or OEM replica coils permitted.
Replica coils must match output of OEM.
13. Bodywork: Fairings (Period style and materials only),
aftermarket seats, fenders and gas tanks allowed.

5.5.4 Rules applicable to all Period I classes (unless explicitly noted):

1. Engine: Air-cooled only (except for pre-1967 OEM). Internal updating permissible; external appearance should remain same.
2. Carburetion: round slide or period type only.
3. Gearbox: Internal updating permissible: external appearance should remain same.
4. Forks: Maximum fork tube diameter 35mm unless machine originally equipped from the factory with larger units.
5. Swingarms: Must be 2-sided, of round steel tubing material, and have a shock absorber located on each side without secondary linkage (OEM excepted; e.g., Vincent and NSU).
6. Bodywork: Must be of a type actually available in the period. 'Dustbin' type fairings prohibited.
7. Brakes: Drum only, irrespective of original equipment.
8. Wheels: Maximum width 2.5" (WM-4) Wire-spoked wheels, minimum 17" diameter.
9. Tires: Maximum width of 130mm (as stamped by manufacturer on tire). Treaded tires only: no slicks, or slicks treaded after manufacture.
10. Frame: Design may be stock, aftermarket or fabricated. Must be of like or similar design of frames available in the period and be constructed of materials available in the period.

5.6 Period II Classes (Supervintage): Ultralightweight, Lightweight, Heavyweight, Formula CB350

The period II classes are limited to thoroughbred grand prix motorcycles and race-prepared road based motorcycles of comparable performance and appearance, with a maximum model year of 1972. There are 3 classes (ultralightweight limited to 200cc, lightweight limited to 250cc two strokes and 360cc four strokes, and Heavyweight limited to 900cc displacement limit, 1000cc limit for Harley Davidson Sportsters). The following exceptions permitted regardless of model year:

- BSA factory team machines (and replicas) through 1972
- Can-Am Bombardier through 1973 (later models of like/similar design permitted)
- Ducati bevel drive singles and twins
- Harley-Davidson KR750 and XR750
- Honda MT 125r, CB/CL/SL 350 /360, CB/CL 450, CB/CR750
- Kawasaki H1R, H2R and replicas
- Laverda SFC and replicas
- Moto Guzzi to 1980
- Moto Morini 3 1/2
- Norton Commando
- Suzuki TR500 (air-cooled only), T500, TR750
- Triumph factory team machines (and replicas) through 1972
- Yamaha TA 125, TA250, TD2, TD2B, TR2, TR2B, TD3, TR3, R5, RD 200/ 250, OEM 1973/74 TZ250/350 A&B twin shock, drum brake (air-cooled only, race trim), XS650

NOTE: Above "excepted" machines are still subject to general period II rules set forth below, irrespective of original equipment.

5.6.1 Ultralightweight Supervintage

Up to 200cc single or twin air-cooled engine with the following exceptions permitted regardless of model year:

Honda MT 125r (air/water cooled)

5.6.2 Lightweight Supervintage

- Up to 250cc-twin cylinder 2-stroke
- Up to 360cc single cylinder 2-stroke
- Up to 360cc four-stroke

NOTE: Yamaha TA125, RD200 permitted in LWSV



5.6.3 Heavyweight Supervintage

All other Period II Supervintage legal machines, 900cc displacement limit, 1000cc limit for Harley Davidson Sportsters.

5.6.4 Formula CB350

A spec class for near stock Honda CB350s and CB360 Twins. **With the creation of this class, Honda CB350's will no longer be eligible for Period 1-350GP, but are eligible in Formula CB and Lightweight Supervintage.** All Formula CB races will be run with 350GP. Any modifications other than those listed below are not permitted.

1. Model inclusion: Honda CB350, CL350, SL350, CB360, CL360, CD360, CJ360
2. Engines: Stock, the following modification are permitted:
 - a. May replace the stock cam tensioner with a slipper style cam chain tensioner.
 - b. May use aftermarket replacement pistons, teflon 'buttons' and valves of OEM size and material. Changes to OEM valve configuration (i.e. multi-angle valve grinding) prohibited.
3. Carburetion: Must be stock, air boxes may be removed or modified. Carburetor jets may be changed. Choke plates may be removed. Carburetors from any approved model are permitted.
4. Exhaust: System may be changed.
5. Gearing: External gearing changes permitted.
6. Frame: Stock frames and swingarms only, the following modifications are allowed:
 - a. Frame tabs may be removed.
 - b. Non-structural tabs may be added to facilitate mounting of footpegs, steering damper, seat and gas tank.
 - c. Swingarm bushings may be changed to aftermarket types.
 - d. Frame seams may be welded. No bracing allowed.
 - e. Tapered bearings in steering head permitted.
 - f. Frame and/or swingarm from any approved model permitted.
8. Forks: 35mm maximum fork tube diameter.
9. Brakes: Mandatory drum brakes front and rear. Aftermarket brake shoe linings permitted.
10. Clip-on handlebars permitted.
11. All street equipment must be removed. May retain stock fenders.
12. Ignition system: Unrestricted
13. Bodywork: Fairings prohibited, aftermarket seats, fenders and gas tanks permitted.

5.6.5 Rules applicable to all Period II classes (unless explicitly noted):

1. Engine: Internal updating permissible; external appearance must remain same.
2. Carburetion: Round slide or Sand-cast "tickler" type Keihin CR carburetors.
3. Gearbox: Internal updating permissible; external appearance must remain same.
4. Forks: Maximum fork tube diameter 38mm unless machine originally equipped ex-factory with larger units.
5. Swingarms: Must be 2-sided, of period design and materials, and have a shock absorber located on each side without secondary linkage (OEM excepted; e.g., Vincent and NSU).
6. Bodywork: Must be of a design and appearance actually used in the period.
7. Brakes: Period type and make required; discs permitted - period calipers ONLY.
8. Wheels: Wire-spoked wheels, minimum 17 inch diameter, maximum width 2.5" (WM-4) front, 3.0" (WM-5) rear.
9. Tires: maximum width of 140mm (as stamped by manufacturer on tire). Treaded tires only: no slicks, or slicks treaded after manufacture.

5.7 Period III Classes: Middleweight Production, Formula RD

5.7.1 Middleweight Production

Limited to race-prepared motorcycles that were originally sold for street use, all frames must have been sold for specific street use, with a maximum model year of 1976 or like models, two- or four-stroke. Dry clutches and all alloy cylinders prohibited except where originally equipped on street model. Power exhaust valves are prohibited even when OEM.

- Up to 400cc 2-stroke (with restrictions on permissible modifications to RD400. See below)
- Up to 650cc 4-stroke singles and push-rod twins
- Up to 550cc 4-stroke multi cylinder

The following machines are permitted regardless of model year:

Honda single OHC four cylinder CB400, CB500, CB550 thru 1978 model year
Kawasaki S2 350, S3 400, KH400, **Suzuki** GT380, **Yamaha** R5, RD350/RD400 (Formula RD Spec only)

5.7.2 Rules applicable to Middleweight Production:

1. Engine: Internal updating permissible; external appearance should remain same.
2. Carburetion: Round slide or Die-cast Keihin CR carburetors permitted
3. Gearbox: Internal updating permissible; external appearance should remain same.
4. Swingarms: Must be 2-sided, of period design and materials, and have a shock absorber located on each side without secondary linkage (OEM excepted).
5. Forks: Maximum fork tube diameter 38mm unless machine originally equipped ex-factory with larger units.
6. Bodywork: Must be of a design and appearance actually used in the applicable period.
7. Brakes: Period type required; discs permitted - period calipers ONLY.
8. Wheels: Wire-spoked wheels, minimum 17-inch diameter, maximum width 2.5 inches (WM-4) front, 3.0 inches (WM-5) rear.
9. Tires: maximum width of 140mm (as stamped by manufacturer on tire). Treaded tires only: no slicks, or slicks treaded after manufacture.

NOTE: Period III Middleweight Production legal machines may NOT bump to Period II.

5.7.3 Formula RD

Formula RD is a "Spec" class formed in the interest of low cost road racing competition. Eligible machines include ALL air-cooled Yamaha R5, RD350, RD400 and RD400F models sold in the United States from 1970-1979. Later model RD/LC and RZ models are prohibited. Any part ever sold as OEM equipment on a 1973-1979 RD250, 350 or 400 is legal for use on any year or model RD. Updating and backdating is permitted. All modifications must be performed in a workmanlike manner and should keep within the spirit of the class. With that in mind, there will be NO titanium or carbon fiber (reed petals excepted), no quick shifters, on board lap timers, or tire warmers. The most important thing to remember is that the rules have been written in the interest of increased longevity and decreased operating expenses.

1. Air Filters: Stock airbox with filter or individual filters permitted, no open carbs or velocity stacks.
2. Battery: Unrestricted, must be securely mounted.
3. Carburetors: Stock, no overbores or polishing, jetting changes permitted.
4. Cases / Connecting Rods: Stock.
5. Charging System: May be disabled or removed.
6. Clutch: Stock, Aftermarket friction plates and springs permitted.
7. Crankshaft: Stock, may be welded, stroking or balancing prohibited.
8. Cylinders: Stock, may be ported, skimmed, may use equivalent aftermarket sleeve, pollution controls on RD400F heads may be disabled or removed.
9. Cylinder Heads: Stock, may be skimmed to increase cranking pressure, one piece RD400F heads may be cut apart for easier service, reshaping of combustion chambers permitted.
10. Expansion Chambers: Must have silencers and securely mounted at two or more points, no heat wrapping.
11. Fuel: Racing gasoline permitted.
12. Gaskets: Unrestricted.
13. Ignition: Unrestricted.
14. Oil: Unrestricted, oil injection may be disabled or discarded.
15. Pistons/Rings: Stock or equivalent aftermarket.
16. Reed Valves: Stock cases, aftermarket petals permitted.
17. Starting System: Kickstarter may be functional but lever must be removable.
18. Transmission: Stock, undercutting permitted, no quick shifters
19. Wiring Harness: Unrestricted.
20. Appearance: Bikes must be clean, painted, and externally oil free at all times.
21. Bodywork: May use stock or aftermarket tank, seat and fenders, no carbon fiber, no fairings.
22. Brake Lines: Unrestricted, but must be safely routed and secured.
23. Cables: Unrestricted.
24. Chainguard: Unrestricted, may modify, remove, or replace.

NOTE: The term stock means as sold by the manufacturer with no metal removal whatsoever unless explicitly noted otherwise.

25. Controls: No restrictions. Throttle must snap back to "off" position, may change grips, levers and master cylinder.
26. Disc Brakes: Stock, may be drilled (to help cooling) and/or machined (to eliminate warping), aftermarket pads permitted, brakes must be fully functional.
27. Drum Brakes (if applicable): Liner may be machined (to eliminate scoring), aftermarket shoes permitted, brakes must be fully functional.
28. Footpegs: Unrestricted, passenger pegs must be removed; mounting brackets may be removed or replaced (such as using rear sets).
29. Forks: Externally stock, may use aftermarket springs and valving, may use fork brace.
30. Frame: Stock, may use tapered head bearings, removal of unnecessary tabs Permitted, gusseting prohibited.
31. Gearing: Unrestricted, but must use stock size chain (530.)
32. Handlebars: Unrestricted, see component Specifications (a).
33. Hardware: Replacement hardware must be of like material, no titanium.
34. Horn: Must be disabled, may be removed.
35. Instruments: Unrestricted, speedo drive unit may be replaced by spacer, no onboard timers.
36. License Plate, mirrors, side and centerstand: Must be removed.
37. Lighting: Sealed beam unit must be removed, headlight shell and bracket may be removed, and taillight, reflectors, and turn signals must be removed.
38. Number plates: Must be visible on front and both sides with rider sitting on machine. Yellow number plates with black numbers permitted.
39. Rear Brake Stay Arm: Unrestricted, may be modified or replaced.
40. Safety Wiring: All fasteners that retain fluids, all brake caliper mounting bolts, all axles-safety wiring must be done in accordance with USCRA rulebook.
41. Shock absorbers: May be replaced, must use stock mounting points.
42. Steering Dampers; required, and must be installed in such a way as to not limit handlebar travel (i.e.) steering stops must contact before damper bottoms or tops out).

43. Swingarm: stock, may use aftermarket bushings or bearings, gusseting prohibited.
44. Tires: must be treaded: no slicks, or slicks treaded after manufacture and fitted with tubes, must safely fit wheels, tire warmers prohibited.
45. Triple Clamps: stock, must retain steering stops to prevent handlebars from contacting tank, may be built up for this purpose.
46. Wheels: stock, must use factory cast or spoked wheels, no aftermarket rims. Metal valve stem caps must be used.

NOTE: The term stock means as sold by the manufacturer with no metal removal whatsoever unless explicitly noted otherwise.

5.8 Period IV Classes: Formula 1, 2 , 3 and Formula Middleweight

This class is designed for machines built up to and including model year 1989, except as listed in the examples and exceptions section of these rules. Period IV is open to production based and GP or GP replica machine originally manufactured for roadracing or machines subsequently modified for roadracing. Any component that is visibly different and/or uses technology not available within the period must be submitted to the Director and/or the Rules Committee for approval.

'Superbikes' and/or 'Street-based' are production based machines, which are modified for racing purposes. Full bodywork is encouraged.

'GP' machines must be factory original or replica. Period correct bodywork is encouraged. Machines must have clip-on handlebars below the top yoke, rearset footpegs and single race seats.

Machines originally manufactured for on-off road and/or dirt use must be fitted in race trim (knobby tires, motocross handlebars, extended-travel forks, high-clearance fenders, etc. are prohibited). No motards.

All machines are subject to the regulations in sections 4.6 (Motorcycle Safety Requirements) and 4.7 (General Rules Applicable to All Roadracing Classes) of the USCRA Rulebook, unless expressly noted otherwise.

5.8.1 Formula 3

125cc two-stroke GP bikes
500cc two-stroke singles
400cc two-stroke street based twins and triples
(must have original frames, cylinder blocks and engine casings)
400cc four-stroke; four cylinders, 650cc four-stroke twins, unlimited four-stroke singles

5.8.2 Formula 2

250cc two-stroke GP bikes
750cc four-stroke twins
860cc four-stroke twins, two valve heads, air cooled
600cc multi-cylinder (3 or more cylinders) four-strokes

5.8.3 Formula 1

500cc two-stroke two or more cylinder
1000cc four-stroke twins
750cc multi-cylinder (3 or more cylinders) four strokes
4-stroke air-cooled, steel frame unlimited displacement
(1103cc maximum)

5.8.4 Formula Middleweight

- 4-stroke v4 liquid-cooled 500cc max
- 4-stroke inline 4 air-cooled to 550cc max

Limited to the following models:

Honda VF500F Interceptor, Honda NT650 Hawk,
Kawasaki EX500, Kawasaki GPZ550, Suzuki GS500 E/F
No restrictions on model year.

All other rules of Formula 1/2 apply.

Examples and Exceptions for Period IV:

The following are examples and exceptions of machines permitted in Period IV. If no date is listed for machines, then only those built up to and including model year 1989 are eligible.

- Aprilia 250 • Bimota DB1 750 • BMW R100, K75 • Cagiva 500 GP bike
- Honda XLXR 500 to 650, RS 125 to 1994, RS 250 to 1990, 500, 650 Hawk, 600 Hurricane and 600 F1, 750 Interceptor to 1989, RC30
- Kawasaki EX 250, KX 500, KLR 650, EX 500 (no model year restriction), ZX6 (Ninja 600) A-D to 1993, ZX7 (Ninja750) to 1990, KTM 600
- KTM 600, 620, 640, 660 (model years 1984 through 2006 only)
- Moto Guzzi 1000 LeMans
- Suzuki RM 500, DR650, GSF400 to 1993, GS500E to 1996, Gamma/RG 250 to 500, Katana 600/750 to 1996, GSXR 750 to 1990
- Yamaha RZ 350, TZ250 to 1990, TZR/TDR 250, FZR400 to 1990, FZR600 to 1999, FZR750 to 1989

5.8.5 Rules applicable to all Period IV classes:

Engine: Naturally aspirated. Castings and engine casings must be of period external appearance. Engine displacement restriction: 5% maximum displacement over class limit. All four-stroke machines must be fitted with race-type crankcase end covers, welded or braced factory covers or other acceptable crash protection. Engine management systems shall not be updated past the cut-off date for each machine allowed in the period (ignition systems omitted). OEM water-cooling permitted. Anti-freeze prohibited, coolant must be water (WaterWetter® coolant additive permitted).

Primary Drive: Is without restriction.

Gearbox and Final Drive: Are without restriction. Sprocket conversions are permitted.

Carburetor: Must be of style and type used within period including flatslides and fuel injection. Fuel injection is allowed only where originally fitted by the manufacturer.

Ignition Systems: Are without restriction.

Exhausts: Must be of a racing style in use during the period. Stainless steel systems allowed. Titanium, carbon fibre and aluminum allowed for "cans" and silencers only. No under seat exiting exhausts on four strokes. NOTE: Maximum allowable decible level at NHMS is 105db.

Frames: Must be of an original style and type from the period. Factory frames, or replicas can be used. Engine mounts are open.

Swingarms: Must be of an original style and type from the period. Period sub-frame braced swingarms, steel or aluminum are allowed.



Forks: Must be original style, size and type in use during the period. Maximum stanchion diameter is 43mm, unless the motorcycle was originally equipped with stanchions of a larger diameter. Aftermarket fork braces of any type and style, similar to those available in the period, are acceptable. NOTE: For 900SS Ducatis and any other makes and models listed as Period IV eligible, where the OEM forks were of a upside down (USD) type, stock forks are acceptable.

Shock(s): Must be of style and type used during the period.

Wheels: Cast or wire. Must be of a size, style and type available during the period.

Brakes: Must be of a style and type available during the period. No carbon fibre discs. No wave rotors. Maximum rotor diameter is 320 mm. Calipers shall have no more than two pistons or two pairs of opposing pistons.

Tires: Must be correct fit and size for rim. Slicks and radials are permitted. The use of tire warmers is permitted for all Period IV classes.

Bodywork: To be of the style in use for GP or production bikes during the period.

Handlebars: GP bikes must have clip-on handlebars below the top yoke.

Foot Controls: GP bikes must use "rearsset racing style", defined as having the footpeg mounted on or behind the centre line of the swingarm pivot.

Number Plates: All classes are black numbers on white background.

Interpretation and enforcement of all rules are subject to the discretion of the Director as well as members of the Rules Committee.



5.9 Special Classes

5.9.1 Formula Singles

Restricted to modern single cylinder road racing machines only. No motards. Air/oil cooled engines only. MZ Skorpion, 686cc or 720cc single-cylinder 4-stroke allowed as an exception with stock carbs.

5.9.2 Modern 125/250GP

For genuine road racing 125cc two-stroke and 250cc four-stroke machines only. Racing slicks required. (Honda RS125, Yamaha TZ125, Aprilia RS125, Moriwaki MD250H, Honda NSF250R)

5.9.3 Euro Cup

Any Period I, II, or III solo machine of European manufacture.

5.9.4 100 Open (Formerly 100 Modern/100 Constructors)

Eligible machines: Honda XR/ CRF 100, Kawasaki KLX125, Suzuki DRZ 125, Yamaha TTR 125. No model year restrictions

Engine:

1. Engines will be limited to 125cc.
2. Aftermarket cylinder permissible for XR/CRF 100.
3. No crankshaft modifications allowed.
4. Connecting rod must be stock.
5. Piston, cam, valves, valve spring modifications permitted.
6. Carburetor, exhaust, and porting modifications permitted
7. Transmission: 6-speed max. No modifications permitted except for final drive ratio.
8. Ignition system modifications permitted.

Chassis:

1. Frame: Steel tube, custom fabrication permitted.
2. Swingarm: Stock only. No geometry changes permitted.
3. Any type of brake system may be used.
4. Rear shock absorber and spring may be changed.
5. Front forks and triple clamps may be changed.
6. Wheels : Wire-spoked.

5.9.5 Masters/Super Masters

Master /Super Masters is a points class based on rider's age and is open to ANY USCRA eligible machine (except sidecars).

Masters–Rider must be between the ages of 50-64 as of the date of the event.

Super Masters–Rider must be age 65 as of the date of the event.

6 Sidecar Roadracing Classes

6.1 Classic Sidecar Outfits

Classic Outfits are limited to outfits built before 1968, and outfits constructed after such date that are consistent in design and construction with outfits actually built in the Classic period, subject to the following restrictions:

1. Engine: one or two cylinder two or four-stroke, built before 1968. Maximum 350cc two-stroke, 650cc overhead valve, 750cc sidevalve.
2. Wheel and tire sizes: Wheels: minimum 16 inch diameter front and rear, minimum 8 inch diameter on sidecar. Tires: maximum 4.50-inch section width on front and rear, 4.80-inch section width on sidecar.

Exceptions:

- Matchless G50 / Norton Manx / AJS 7R / BMW Rennsport / Vincent 1000cc twins
- BMW R50/5 and R60/5 restricted: no internal engine modifications are permitted, all internal parts are to be OEM in type and configuration, all gaskets must be in their original locations and period style 26mm carburetors.
- Honda CB/CL 450 & CB 500T restricted: no internal engine modifications are permitted, all internal parts are to be OEM in type and configuration and OEM carburetors.
- Ducati bevel drive single

6.2 Supervintage Sidecar Outfits

Supervintage Outfits are limited to outfits built before 1973, and outfits constructed after such date that are consistent in design and construction with outfits actually built in the period, subject to the following restrictions:

1. Engine: One or two cylinder air-cooled four-stroke only, built before 1973, maximum 750cc. Overhead valve or sidevalve only as expressly provided below. One or two cylinder two-stroke to 500cc. Two-stroke engines are to use the technology of the period prior to 1973. Water-cooled Yamaha engines are not permitted. It is suggested that anyone considering the use of a two-stroke engine consult the Rules Committee for further engine clarifications and guidance on permitted modifications and eligibility.
2. All engines in this class restricted to stock valve sizes, and carb venturi diameter of 34mm maximum.
3. Ignition/generating system may be modified or replaced.
4. Wheel and tire sizes: Minimum 15-inch diameter on front and rear, minimum 8-inch diameter on sidecar. Tires: maximum 125mm / 5.00" footprint width on front, rear, and sidecar.

Exceptions:

- BMW Rennsport, 4 speed /5 models, maximum 750cc
Early 5-speed transmissions (/6 models) permitted.
- BSA 650
- Ducati bevel drive 750
- Honda twin 450cc and 500cc
- Moto Guzzi 750
- Norton Commando 750 (and 850 sleeved to 750cc)
- Triumph 650/750 unit twins (including TR7)
- Yamaha XS 650, maximum 750cc (17 tooth front sprocket restriction)
- Suzuki Titan (T500) w/stock internals, (NO TR500 components)
- Any period two-stroke, single or twin cylinder, air-cooled, maximum 500cc.
- Any period four-stroke OHC single cylinder up to 750cc.



6.3 Rules applicable to both Classic and Supervintage sidecar outfits

6.3.1 Technical Regulations

1. Design: An outfit or sidecar is a three-wheel vehicle leaving two tracks, with only the rear wheel driving, and only the front wheel steering. Driver's point of contact with steering controls must be rigidly attached to front forks or other steering assembly. Center hub steering prohibited. Swingarms must be 2-sided, of period design and materials, and have a shock absorber located on each side without secondary linkage (OEM excepted; e.g., Vincent and NSU). Both sitter and kneeler designs are eligible. Sidecar chair must be rigidly affixed to cycle portion of the outfit, by a minimum of four rigid mechanical or welded connections. Driver must be positioned generally behind engine. Steel tube frame construction only: no stressed skin or monocoque construction. Sidecar design: front exit only, e.g.: passenger must lean outside of the track of the outfit in front of the sidecar wheel. Chair may be on right or left of cycle portion of outfit. Outfit must be equipped with appropriate handholds for passenger, including but not limited to a passenger handhold on the rear outside of the outfit opposite the chair and to the back of the driver.
2. Suspension travel: Minimum 1.5" on front and rear wheels. Any sidecar wheel movement relative to platform is prohibited.
3. Oil coolers: Where fitted must be located so as to be generally visible to driver and passenger.
4. Dimensions: The two wheels forming a single track must be no more than 3" out of line, measured center-to-center. Maximum track is 44" and minimum track is 32" (center to center of tires). Maximum width of outfit 72". Minimum ground clearance of 3" between any part of outfit and an imaginary horizontal plane beneath the tires, with outfit ready for competition with driver, passenger, oil, fuel and coolant. Maximum fuel capacity 40L (10.56 Gal.). Maximum engine offset (measured from a point equidistant from piston-to-piston to an imaginary line drawn between the centers of the front and rear wheels) 3" No part of the outfit may extend longitudinally more than 12" from the front and rear tires. Minimum clearance front tire to outfit 1". There shall be sufficient clearance between the handlebar grips and any part of the outfit, at any time, such that the driver shall not become trapped or unable to operate the controls.
5. Bodywork: Sidecar wheel, rear wheel, and drive and primary chains must be adequately protected to preclude driver or passenger becoming entangled. Period dustbin style fairings are encouraged. All bodywork and streamlining must be strictly consistent with the applicable period. Downforce generating devices and designs are expressly prohibited. Driver's torso and the passenger's body must be completely visible from above at all times.
6. Gearbox: Applicable period components (or functionally accurate reproductions) only.
7. Wheels and tires: Front and rear wheels must be of spoke construction. No slicks, or slicks treaded after manufacture.
8. Brakes: Working brakes on front and rear wheels mandatory; sidecar optional. Drum or disc (single or twin) permitted, provided that all disc brake components (disc rotor, caliper and master cylinders) are components (or functionally accurate reproductions) actually available in the applicable period. Friction linings and pads are unrestricted.
9. All outfits must be equipped with a functional master electrical switch mounted within reach of both the driver and the passenger. Switch must be able to stop a running engine and turn off all other electrical systems. The switch's mounting plate and an area at least one inch surrounding the switch must be painted red and clearly identified "ON" and "OFF" for identification by track safety personnel.



6.3.2 Additional Regulations

1. In the discretion of the Director, outfits with driver and / or passenger who have participated individually in less than two USCRA sidecar events shall display a tape "X" on the back of the rider and passengers helmet.
2. The USCRA shall create a sidecar safety inspection committee consisting of up to five members and designate a sidecar safety coordinator for each event. The designated coordinator and at least two other committee members to be available to inspect each registered sidecar outfit prior to the outfit being submitted to the standard tech inspection. The focus of the safety inspection will be specifically to visually check for apparent or potential safety defects. This inspection does not relieve the requirement for the machine to pass standard tech inspection, nor is it intended to be a class eligibility inspection. It should be stressed that each team should performed their own inspection and not to rely on this safety inspection to replace their own regular preventive scrutiny. Machines should be presented for safety inspection as early as possible. If an outfit causes an incident or has a major mechanical failure on the racetrack, the team responsible must submit the machine to the safety committee as well as the normal track tech inspection to prove that the problem is corrected and won't recur. Teams must consider that the inspectors are acting on a voluntary basis, have their own race program time constraints, and in no event assume any obligation or responsibility in performing the inspection. In all cases the decision of the safety inspector shall be final.
3. If requested by a team during the safety inspection, for the first practice of the day a member of the Safety Committee will wear an orange vest and act as a Traveling Marshal to guide any new or inexperienced drivers on a low speed track tour, demonstrating a safe line around the track, on an as requested basis. Teams participating in this "tour" shall display a large red "X" on the back of their leathers (or rain suits or helmets). Teams who are practicing and are not involved in the guided tour will not interfere with this procession, passing as cleanly and discreetly as possible.
4. Any machine consistently demonstrating a significant power advantage shall be subject to restriction at the sole discretion of the Director of the USCRA.
5. The sidecar class is designed to be fun, safe, and competitive, and as such good sportsmanship, honesty and a sense of fair play should exist at all times. Driving maneuvers liable to hinder other sidecars, such as, premature direction changes, deliberate crowding or blocking or any other abnormal change of direction are strictly prohibited and shall be penalized, according to the importance and repetition of the offenses, at the sole discretion of the Director of the USCRA. The repetition of dangerous driving, even involuntarily, shall also be subject to penalty at the sole discretion of the Director of the USCRA, penalties shall range from verbal warnings to suspension.
6. The USCRA will conduct, an inquiry into every on-track collision. Legitimate racing accidents will be handled differently from those caused by recklessness or over-aggressive riding. Inquiry should consist of interviews of the teams involved, other teams and race workers/officials who saw the incident to gather the facts. Appropriate action to be taken based on the results of the inquiry.

7 Endurance Racing Rules

Each season, the USCRA endeavors to run at least one vintage endurance roadrace. The endurance race requires multiple riders to race a single motorcycle for a period of more than 1 hour, with 2 hours being the normal length of the race. Classes for the endurance race are determined by entries, but normally there are classes for both large and small displacement machinery. The following rules apply in addition to those listed in the Roadracing section of this rulebook:

1. No one under 18 on pit lane.
2. No smoking on pit lane.
3. Mark pit area with tape ONLY, do NOT use paint.
4. All crew members must wear long pants, shirts and sturdy shoes.
5. Each team will supply a scorer.
6. Each team will have a fire extinguisher with someone pointing it at the motorcycle during fueling. Engines MUST be shut off during fueling.
8. Fueling towers/pressure fill systems prohibits, gravity fueling only.
9. No rider may ride for a period of more then 45 consecutive minutes.
10. When entering the pit all machines must come to a complete stop. Marshal will signal to continue to pit area. All riders will ONLY use 1st gear on pit lane from stop box to marked area.
11. No more than one rider on a machine at any time.

8 Observed Trials Rules

8.1 Rider Requirements and Conduct

1. All riders must be either a current AMA or CMA member to compete.
2. A rider may not ride more than one machine or compete in more than one class at any one meet.
3. No rider under the legal age of majority in the state in which the trial takes place may compete without the written consent of his/her parents or legal guardians present at the trial.
4. The minimum age for youth riders is 10 years old.
5. Each rider is responsible for the actions of his family and pit crew.
6. A competitor who rides in a way that endangers officials, other riders, or the public will be subject to immediate disqualification. This applies to riding in the pits, in the sections, and between sections.
7. Every rider is bound by the applicable rules described in the 2005 AMA Sports Rules Governing Amateur and Youth Competition and by the applicable USCRA rules.

8.2 Observed Trials Classes

- **Classic Twin Shock:** This class is aimed at later machines from the late 1960's to the early 1980's. Examples are Bultaco Sherpa including the six-speed 199B, Ossa MAR and Yellow Gripper, Montesa Cota, Honda TL 125-250, Honda Reflex, Suzuki RL, Kawasaki KT, Yamaha TY 80, 175 and 250, Hodaka, SWM, and Fantic. Bikes must have twin shock rear suspension; no monoshock suspension is permitted. Motors must be air cooled. Brakes must be drum brakes. Disc brakes are not permitted. All components, including frames, engines, forks, and brakes must be from the period. The Twin Shock class will include Expert, Intermediate, and Novice divisions.
- **Vintage Heavyweight:** This class is aimed at pre-1967 250cc and larger four-stroke machines such as the Ariel HT, Triumph Twins, and Royal Enfield Bullet. Unit and non-unit construction are acceptable. Modifications and major components are limited to those of the era, typical of machines prior to 1967. The Vintage Heavyweight class will include Expert, Intermediate, and Novice divisions.

8.2 Observed Trials Classes (continued)

- **Vintage Lightweight:** This class is aimed at pre-1967 four-stroke and two-stroke machines smaller than 250cc such as the Triumph Cub, BSA Singles, Villiers-powered Greeves, DOT and Cotton. Other machines will be permitted in this class at the discretion of an official. Unit and non-unit construction are acceptable. Modifications and major components are limited to those of the era, typical of machines prior to 1967. The Vintage Lightweight class will include Expert, Intermediate, and Novice divisions.
- **Rigid:** This class is aimed at early machines with rigid or plunger-type rear suspension. The frame must not include a rear swingarm. Front forks must be telescopic or girder and must originate from the same country of origin as the motor and frame. Modifications and major components are limited to those of the era, typical of machines of the 1950's. There will be a single division for all Rigid machines.
- **Sidecar:** Any pre-1980 twin shock sidecar trials machine is eligible for the Sidecar class. There will be a single division for all Sidecar machines.

8.3 Competition Categories

1. Riders must decide which class to enter during registration and are encouraged to walk the sections to gauge their ability.
2. Line 1 will be similar to a NETA novice section.
3. Line 2 will be suitable for riders with current vintage trials experience who are not comfortable riding the expert sections.
4. Line 3 will be suitable for older machines and riders with limited off-road or trials experience.
5. Classes and lines:
 - Classic Twin shock:** Expert line 1; Intermediate line 2; Novice line 3
 - Vintage Heavyweight:** Expert line 2; Intermediate line 2; Novice line 3
 - Vintage Lightweight:** Expert line 2; Intermediate line 2; Novice line 3
 - Classic Lightweight:** Expert line 1; Intermediate line 2; Novice line 3
 - Sidecar:** Line 3
 - Rigid:** Line 3

8.4 Technical Inspection and Modification

1. Tires/wheels: Trials tires are required for all classes except for the Novice class at the promoter's discretion. No studs, spikes, or chains may be used. Any pre-1975 hub and rim from the proper era is acceptable. Only Twin Shock Class machines may use pre-1985 components.
2. Suspension: No single shock machines shall compete except the Vincent and NSU. Front and rear dampers may only be replaced with units using technology available to the end of 1974. Only Twin Shock Class machines may use pre-1985 components. Suspension travel is limited to four inches in the rear and seven inches in the front. Ossa Bolger long-travel machines may compete with rear wheel travel limited to four inches.
3. Noise: Silencers are required - No open exhaust systems
4. Components and Modifications: No major components later than 1974. Specifically, engine, frame, gearbox, forks, braking systems and hubs. Twin Shock Class machines are limited to pre-1985 components. All modifications must be consistent with the spirit of the class. Excessive modifications or non-period modifications will be disqualified or required to compete in the next higher class. Specials made of components (i.e. engines / frames) spanning across different classes and/or eras must compete in the latest class that either of the components dictate.
5. All motorcycles must comply with all applicable AMA trials safety rules. Helmets are required and must be worn at all times when riding. Only DOT, Snell 2000 newer or any of the FIM approved certifications are acceptable.
6. All machines must have a front number plate (Min. 5" x 5" square) with a white background and a black number at least 3" high indicating which line will be ridden.

8.5 Scoring Procedures and Sections

1. Scoring is done with the "marks lost" system:
 - 0 - Clean
 - 1 - One dab
 - 2 - Two dabs
 - 3 - Three or more dabs
 - 5 - Failure to complete section
 - 10 - Failure to enter section

2. Ties - The rider with the most number of cleans will be the winner. If the tie still cannot be broken, the riders shall have a ride off on a predefined section per the discretion of the promoter. The section will be ridden 3 times by each rider with the winner scoring the least number of points.
3. It is the responsibility of the rider to insure his scorecard is properly marked and turned in on time.
4. Each section is divided in lines or splits with the number 3 Novice line being the easiest (entry level) and the number 1 Expert line being the most difficult.
5. Riders must ride their line chosen at sign up and may not ride the more difficult line in the section.
6. Section shall be marked with ribbon or markers with Red on the right, Blue on the left, yellow for splits.
7. Start markers to be red. End markers to be green.
8. Sections will not be ridden or practiced on prior to the event. Riders may walk sections prior to riding, but shall not change or alter the section in any way.
9. Riders, who do not finish the event or do not complete it in the allotted time, will be scored as DNF with no points.

8.6 Definitions for Trials Rules

- Clean: No errors in a section
- Dab: Any intentional contact between the rider's foot or other part of the body and a supporting surface or object.
- Footing: More than two dabs, dragging a foot or paddling with both feet.
- Failure: Out of Bounds - Riding outside boundaries or riding a different line; crossing own tracks. Stop - A complete loss of forward motion, whether intentional or not. Displacement of markers/ribbons - any disturbance of markers or ribbons requiring them to be reset. Dismounting - both feet on the same side of motorcycle.
- Failure to enter a section: Refusal to cross the section entry markers with the front axle.
- Start / Finish of a Section: Start - front axle passes start gate. End - front axle passes end gate.

9 MotoGiro USA Events

9.1 History

The first AMA sanctioned vintage Motogiro USA run by the United States Classic Racing Association got off to a wet start from Plattekill Ski Resort in the Catskill Mountains of New York State as the remnants of hurricane Ivan dropped five inches of rain during the night prior to the start. With heavy rain still falling into the morning of the start, the organizers opted to run the one Sunday section on Saturday and run the two Saturday sections on Sunday. Doing this would allow an early Saturday afternoon start with hopefully improved weather conditions. As this program modification was being presented to the participants at the riders meeting, word came from the State Police that all roads in the county had been closed due to flash flooding. The start of the Motogiro was on hold.

Motogiro USA is an outgrowth of the very popular and historic Motogiro d'Italia that has been revived recently in Italy. Loosely translated from the Italian, it means a motorcycle tour. Historically in Italy, it was a race for small production motorcycles on the public roads in order to draw attention to market brands and increase motorcycle sales. The recent Italian revival of the Motogiro d'Italia is now primarily for small displacement vintage motorcycles built prior to 1957. In 1957, all motor racing on public roads in Italy ceased due to a horrific car racing accident in the auto equivalent of the Motogiro d'Italia.

Several members of the USCRA had participated in the newly revived Italian Motogiro and proposed a similar event for North America. The United States Classic Racing Association picked up on the theme of a small displacement vintage road enduro with displacement and year modifications to more closely align with the small displacement bike boom in North America.



A year of detail planning went into the event, a suitable location was selected and sections were set through the picturesque and very rural Catskill Mountains of New York State. Four displacement classes up to 250 cc and a 1968-year cutoff attracted a great variety of machines. A low average speed was set to enable the participants to have a leisurely tour on the demanding and scenic roads. Each participant had a start time and a section end time that had to be met to incur no penalty points. Meeting those section times would be relatively easy if the rider didn't get lost en-route. The real winning and losing of the event would take place in the Ability Tests, an integral part of the Motogiro that are incorporated in the sections. At the Ability Tests the participant would have to ride an electronically timed 20 meter course in a pre announced time through a slalom of cones. The set time requires slow precision riding and was timed to a 1/1000th of a second.

As the skies cleared, twenty-three hardy participants set off in rain gear on the big adventure that would create unbelievable enthusiasm and camaraderie through adversity. From the smallest machine, a Sears 50cc to the oldest with Dave Roper riding a Moto Guzzi 250 Aerone, an unbelievable seventeen different manufacturers were represented. These included Suzuki, Honda, Yamaha, Velocette, Morini, NSU, Benelli, Puch, CZ, Ducati, Bridgestone, Moto Guzzi, BSA, Gilera, Bultaco, Parilla, and Sears. The terrain and the weather tested these vintage machines to their maximum. The section done on Saturday was close to 100 miles long, and the two sections on Sunday totaled 120 miles. Road closures due to flash flooding on Saturday necessitated the riders finding alternative routes around the raging rivers. Noted road racer from the 1960's, Frank Camilleri, entered one of these flooded roads on his small Yamaha only to bury it under water and almost get swept away by the current. Dragging his machine back to high ground, the two-stroke motor was emptied of its water and restarted to eventually finish first in the 125 class. The sight of that near catastrophe deterred others from the temptation to try and ride through.

9.1.1 Introduction

MOTOGIRO USA is an AMA sanctioned road event for vintage motorcycles conducted by the USCRA. It is a non-speed event with a very low average mile per hour speed limit over a specified route.

All participants are to adhere to all local traffic laws governing the specified route for the duration of the event. The USCRA and AMA are not responsible for any liability caused or incurred at a MOTOGIRO USA event.

9.2 Regulations

The MotoGiroUSA will take place primarily on paved roads. The route will be clearly marked on your route sheet and be marked with arrows posted along to route to aid in identifying turns. Although it is assumed that directional arrows will remain as posted by the organizers, the organizers cannot be responsible for missing or redirected arrows. In areas of question, refer to your route sheet and maps for accuracy.

Note: Each person is personally liable for his/her behavior and actions during the entirety of the event.

1. Any person legally licensed to ride a motorcycle in the state of New York and entering a pre-1968 motorcycle of less than 250cc will be permitted to enter. Like design or similar design motorcycles manufactured during or after 1968, in the spirit of the event, and with PERMISSION of the event rules committee, will be permitted.
2. All participants must be current members of the American Motorcyclists Association. AMA memberships will be sold at the event and be good for one year.
3. All motorcycles must be legally registered, insured and equipped to meet the safety standards for operation on public roads in the state(s) where the event takes place. It is the sole responsibility of each entrant to comply with the motor vehicle laws of said state(s).
4. Entered motorcycle will be broken into the following classes, based on displacement or type of machine.
 - 0 – 65cc
 - 66 – 125cc
 - 126 – 200cc
 - 201 – 250cc
 - 305cc
 - Sidecar
 - Scooter
5. Each participant is personally liable for his/her behavior and actions during the entirety of the event. Participants risk disqualification, suspension or other disciplinary action for any prohibited conduct.
6. Teams can hold no less than 3 riders and no more than 5. Results for each team will be based on the best 3 out of 5 scores per team.

9.3 Starting Order

The starting order is set by the order of registration and the displacement class entered. Motorcycles will depart one at a time in numerical order at 30 second intervals. Entrants will receive a starting signal for departure at their assigned time. In that assigned minute the entrant must start his motorcycle and depart the starting area. Any entrant who arrives late for his scheduled departure will receive a penalty of one minute of delay up to a maximum of twenty minutes. Once this time is exceeded, the fixed penalty will be applied. This penalty will be carried through to the end of the section. Participants should depart in their assigned times in subsequent sections.

9.4 Time Cards and Controls

1. At the beginning of each day, an entrant will be given a time card with the following information.
 - Entrant's number
 - Displacement Class entered
 - Entrant's specific STARTING and ENDING times for each section
 - Blank spaces for transit stamps
 - Approximate distances between check points
2. Each participant is responsible for and required to carry his own time card throughout the sections and present it to the:
 - "SC" Stamp Checks or
 - "TC" Time Checks
3. The route indicated on the route sheet must be followed at all times.
4. All Stamp Checks "SC" and Time Checks "TC" must be passed through. Deviation from the assigned route or missing checks will incur the fixed penalty.
5. Any participant who is found to have altered or falsified his time card will be disqualified.
6. Any entrant that loses his time card should ask for a replacement at the next checkpoint. In that case an entrant will only be classified in that day's sections if it is possible for the officials to reconstruct the entrants missing timings and stamps. Also in this case the entrant will incur a 1/10 second penalty. If it is impossible to reconstruct the entrant's timings, the fixed penalty will be assigned.

9.5 Check Points

“SC” STAMP CHECKS

“TC” TIME CHECKS

The checkpoints will be clearly marked.

STAMP CHECKS “SC” are simply a means of assuring that the participant stays on the prescribed route. Stamp checks “SC” are not timed. Participants do not have to worry about crossing the STAMP CHECK “SC” at their correct time.

TIME CHECKS “TC” and end of section arrival points are clearly marked and should be crossed at you prescribed time. On approaching a TIME CHECK “TC” or end of section point, the participant will find a white flag on the right 100 meters before the control line followed by a yellow flag 20 meters before the control line. The actual CHECK POINT will be a white line or colored stripe across the road. If a participant arrives early, he / she may wait in the transit area between the white and yellow flags. To check the official time a participant may proceed from the transit area ON FOOT to the control desk to check the official time.

9.6 Time Keeping

The time at all Check Points will be measured by the Race Officials using either manual or electronic timers. Where possible, the use of atomic time clocks will be the official time standard. The time in the Ability Trials will be measured in hundredths of a second. The time in the Time Checks “TC” will be measured to the minute.

NOTE: The judgement of the official timekeepers is final and may not be challenged.

9.7 Ability Trials

Ability trials will be set up along the way. An ability trial tests the rider’s ability to cover a prescribed distance in a predetermined amount of time. Timing will be to a 100th of a second and be automatically timed. When it is his / her turn to take the Ability Trial, the participant enters the holding area on his / her motorbike to prepare for the trial. The holding area is the area before the white flag. When indicated the participant enters the Neutral Zone – the area between the white and yellow flags. The official will then signal to the participant that he may begin the Trial. The Trial area (non-stop zone) is the area between the yellow flag and the white line across the road where the timing beam is placed. The non-stop distance must be covered in as near as possible to the set time. (for example 50m in 40 seconds) The test ends when the participant crosses the second timing beam at the end of the non-stop zone (marked by a white line). Once in the non-stop zone, it is prohibited to stop the bike, reverse direction, put the feet on the ground or touch any external object for support. Zigzagging is permitted in order to cross the finish line (break the beam) in the set time. Ability trials may be done either in a straight line or in a slalom. The slalom is marked by a number of cones depending on the length of the stretch.

9.8 Penalties

9.8.1 Ability trial penalties

- One foot on the ground - 1 second
- Both feet on the ground - 1 second
- U-turn / direction change - 10 seconds
- Stopping the bike - 10 seconds
- Using external objects for support - 10 seconds
- For every slalom cone knocked over - .10 second
- Complete avoidance of the slalom - 10 seconds
- Partial avoidance of the slalom - 5 seconds

To participate in the Ability Trials only the following are permitted: mechanical or electrical chronometers and chronographs (countdown timers prohibited). Under no circumstances will acoustic or light emitting signal devices be permitted. Devices deemed unsuitable by an official must be removed or disabled. Participants unwilling to abide by the officials requests will receive the maximum penalty points for that test.



9.8.1 Fixed penalties

The fixed penalty will be 120 minutes

9.8.2 General penalties

60 seconds – Reporting late at the starting line at the beginning of each leg. For each minute late-up to 20 minutes.

Fixed Penalty – Reporting late at starting line at beginning of each leg. More than 20 minutes late.

Fixed Penalty – Deviation from the official route with intention of taking short-cut when noted by an event official.

1/10 second – Loss of time card where reconstruction of official timings is possible.

Fixed Penalty – Alteration of the time card.

Fixed Penalty – Failure to pass a time check or stamp check point.

60 seconds – Delayed arrival at a time check for each minute over accepted margin

60 seconds – Failure to respect Highway codes witnessed by police.

9.8.3 Exclusions from classification

In the following circumstances, competitors will be excluded from daily classifications.

- One or more time stamps missing from Time Card.
- Loss of time card (unless a Race Official is able to accurately reconstruct the participants missing timings) In this case, participants may continue the Motogiro next section but with a fixed penalty applied

9.9 Finishing Positions

Overall finishing position in each class will be determined by totaling of all penalty points the rider has accumulated throughout the event. Lowest total wins.

10 Pewter Run Rules

Please Note: The following regulations are general and not comprehensive. Specific rules and event entry information for the current season can be found at the following US CRA web sites: www.race-uscra.com and www.pewterrun.com.

10.1 History

The Pewter Run is a timed, non-speed, reliability road event for motorcycles built prior to 1950. The Pewter Run is a Vintage and Veteran Motor Cycle tour dedicated to celebrating the first fifty years of motorcycling. This is an AMA sanctioned road-riding event subject to their rules and regulations. The event is organized and promoted by the US CRA and subject to the following additional Regulations:

10.2 Machine Eligibility

The event is open to all eligible AMA members, US CRA members and their invited guests, driving a motor cycle, either solo or with sidecar, autcycle, or three-wheeled cyclecar manufactured not later than December 31st 1949. Riders of out of period later machines of like design may petition the event organization and be permitted to participate in Class E at the discretion of the Event Chairperson.

10.3 Classes

Class A: **Veteran:** Machines manufactured before December 1914.

Class B: **Early Vintage:** Machines manufactured between 1915 and December 1924.

Class C: **Late Vintage:** Machines manufactured between 1925 and December 1930.

Class D: **Post Vintage:** Machines manufactured between 1930 and December 1949.

Class E: **Post 1950:** **Entries subject to approval by Event Coordinator. Please send photo if possible.



10.4 Routes

There will be several routes of varying lengths depending on class entered. All routes are over paved roads of good or reasonable surface. The A route for veteran machines will avoid steep hills to the extent possible.

Responsibility for following the correct route will rest with the rider. Refer to note in section 10.5 below. Mileage given on the route card is calculated to the nearest 1/10th mile.

10.5 Scoring

Participants will follow a designated route at a designated average speed to checkpoints that will confirm their progress. To be eligible for awards, Participants must complete the route for the entered class of machine in the prescribed time. Average speed shall be shown on route cards.

NOTE: A rider registered in an earlier period class may elect to travel one of the longer designated routes. The rider will be scored against the time for the longer route. In such a case, the rider must alert event officials prior to electing the longer route to ensure correct scoring.

10.6 Entries

- Entry fees for Riders - All entrants will pay an entry fee.
- Entry fee for passengers - All passengers participating in the event will pay an entry fee.
- Payment must be included with entry form.
- All participants are encouraged to be active AMA members. AMA and USCRA memberships will be sold at the event.
- Entry acceptance will be at the discretion of the USCRA event chairperson.
- Starting numbers will be allocated based on date of entry.
- Entrants for the Team Award (best timed performances from a team of three riders) should choose a name for their team and use this name on all three entry forms.
- Requests to share a start time will be considered by the event chairperson.
- Entry fee refunds can only be considered through written cancellation requests received by specified date.
- Changes of machine or class will only be permitted by written petition and at the discretion of the event chairperson or his designee. Last minute changes are discouraged.
- Entrants will receive their route instructions at event registration.

10.7 Regulations for Riders & Machines

1. The Machine and rider must comply with all DOT requirements for operation on the public roads of the State where the event is held, in the vehicle registration class presented i.e. Antique or regular vehicle. A valid driver's license, valid vehicle registration, and proof of vehicle liability insurance to that State standards must be presented at registration. The organizer will not be held responsible for misrepresentation or fraudulent information submitted for event entry.
2. Rider number cards will be supplied when signing in. They are to be clearly visible on the front of the machine, for the duration of the event including judging.
3. All riders must attend a mandatory rider meeting prior to event start time. Any rider not present for this meeting may be required to forfeit his entry. Appeals are at the discretion of the event Chairperson or his designee.
4. All machines must be in the designated staging area adjacent to the start area at least 30 minutes prior to event start time. After completing the route, machines must stay in the staging / display area until completion of judging.
5. Riders failing to come under Starter's orders at their allotted time may start after the last scheduled rider or at the starters discretion.
6. Riders may elect to cross the Start Line with a dead engine and start the machine on the route.
7. The same machine must be used throughout the Run.
8. Time and progress checks will be shown on the route sheet. The final time check will be at the Finish line.
9. Any entrant found to be using an accompanying pacer vehicle, electronic speedometer, GPS device or any aid other than a watch and speedometer contemporary to their class will be disqualified.
10. Any timed rider observed to be stationary at the approach to a time check will have the observed stop time recorded.
11. Any rider reported to have to have been operating his motorcycle in excess of posted speed limits or violation of motor vehicle laws in any fashion or for driving in a manner liable to cause public criticism anywhere on the route will be disqualified.

12. Failure to sign in at the finish line at the completion of the run will result in disqualification from the results and awards.
13. Riders dressed in comic attire or in any way likely to bring derision on this event will be disqualified and or excluded. Dress contemporary to the age of the machine is encouraged.
14. The consumption of alcohol prior to or during the event is grounds for disqualification, suspension and removal from current and future events.

10.8 Regulations for the Meeting

Only registered riders and registered passengers entered in the event and while taking part in this event, will be covered by the AMA sanctioned event liability insurance policy.

Parking in the staging area is for machines registered and entered in the event only, all other machines and transport vehicles must park in the designated areas.

10.9 Awards

To qualify for a Timed Award, riders must;

1. Enter the Event and cross the starting line at their designated start time.
2. The machine must have traveled the prescribed route under its own power, or the exertion of the rider and passengers. No other assistance is allowed.
3. The following awards will be presented:
 - Class Trophy – Presented to the entrant in each class whose accumulated points and time is nearest to but not faster than the overall time designated for that class.
 - Pewter Replicas – Presented to all entrants finishing within 10% of their specific class winner's time.
 - Completion Awards – Presented to all machines successfully completing their designated class route as per the rules.
 - Jack Connors Memorial Trophy – Awarded to the entrant of the oldest machine.
 - Combined age Trophy – Awarded to the entrant whose age plus that of his/her machine totals the greatest number of years.

- The Team Trophy - Awarded for the best performances from a team of three riders, registered as a team. They must ride the routes according to the age of their machines.
- Good Sport Award – For the entrant best dressed in period attire in keeping with the machine.
- The Brough Superior Award – Awarded to the entrant of the Brough Superior machine that is in the opinion of the judges in the best condition.
- Hard Luck Award – At the discretion of the organizer, hopefully will not be needed.

10.10 Spectators

Spectators are encouraged to attend. Non-registered event machines and spectators must not interfere with the progress of the registered participants. It is against the rules and spirit of this event for non-registered event machines or vehicles to assist with pacing.



11. Reference Materials

11.1 Final Drive Gear Ratio Chart

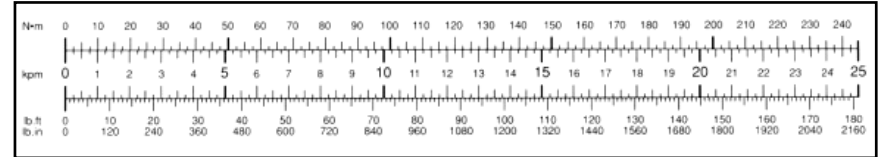
Countershaft Sprocket (teeth)

	11	12	13	14	15	16	17	18
28	2.55	2.33	2.15	2.00	1.87	1.75	1.65	1.56
29	2.64	2.42	2.23	2.07	1.93	1.81	1.71	1.61
30	2.73	2.50	2.31	2.14	2.00	1.88	1.78	1.67
31	2.82	2.58	2.38	2.21	2.07	1.94	1.82	1.72
32	2.91	2.87	2.46	2.29	2.13	2.00	1.86	1.78
33	3.00	2.75	2.54	2.36	2.20	2.06	1.94	1.83
34	3.09	2.83	2.62	2.43	2.27	2.13	2.00	1.89
35	3.18	2.92	2.69	2.50	2.33	2.19	2.06	1.94
36	3.27	3.00	2.77	2.57	2.40	2.25	2.12	2.00
37	3.36	3.08	2.85	2.64	2.47	2.31	2.18	2.06
38	3.45	3.17	2.82	2.71	2.53	2.38	2.24	2.11
39	3.55	3.25	3.00	2.79	2.60	2.44	2.29	2.17
40	3.64	3.33	3.08	2.96	2.67	2.50	2.35	2.22
41	3.73	3.42	3.15	2.93	2.73	2.56	2.41	2.28
42	3.82	3.50	3.23	3.00	2.80	2.63	2.47	2.33
43	3.91	3.58	3.31	3.07	2.87	2.69	2.53	2.39
44	4.00	3.67	3.38	3.14	2.93	2.75	2.58	2.44
45	4.09	3.75	3.46	3.21	3.00	2.81	2.55	2.50
46	4.18	3.83	3.54	3.29	3.07	2.88	2.71	2.56
47	4.27	3.92	3.62	3.36	3.13	2.94	2.76	2.61
48	4.36	4.00	3.69	3.43	3.20	3.00	2.82	2.67
49	4.45	4.08	3.77	3.50	3.27	3.06	2.88	2.72
50	4.55	4.17	3.85	3.57	3.33	3.13	2.94	2.78
51	4.64	4.25	3.92	3.64	3.40	3.18	3.00	2.83
52	4.73	4.33	4.00	3.71	3.47	3.25	3.06	2.89
53	5.82	4.42	4.08	4.79	3.53	3.31	3.12	2.94

Rear Sprocket (teeth)

11.2 Measurements and Equivalents

Torque Conversion Scale



U.S.: Length/Distance

Unit	Relation to other U.S. Units	Metric Equivalent
Inch	1/12 foot	2.54 centimeters
Foot	12 inches or 1/3 yard	.3048 meter
Yard	36 inches or 3 feet	.9144 meter
Mile	5,280 feet or 1,760 yards	1.6093 kilometers

U.S.: Volume/Capacity

Unit	Relation to other U.S. Units	Metric Equivalent
Ounce	1/16 pint	29.574 milliliters
Pint	16 ounces	.4732 liter
Quart	2 pints or 1/4 gallon	.9463 liter
Gallon	128 ounces or 8 pints	3.7853 liter

Metric/Imperial/US Conversion Chart

When you know:	Multiply by:	To find:
inches	25	millimeters
feet	30	centimeters
yards	0.9	meters
miles	1.6	kilometers
centimeters	0.393	inches
meters	1.1	yards
kilometers	0.6	miles
ounces	28	grams
pounds	0.45	kilograms
short tons	0.9	metric tons
grams	0.035	ounces
kilograms	2.2	pounds
fluid ounces	30	milliliters
pints, US	0.47	liters
pints, Imp.	.568	liters
quarts, US	0.95	liters
quarts, Imp.	1.137	liters
gallons, US	3.8	liters
gallons, Imp.	4.546	liters
milliliters	0.034	fluid ounce
liters	2.1	pints, US
liters	1.76	pints, Imp.
liters	1.06	quarts, US
liters	0.88	quarts, Imp.
liters	0.26	gallons, US
liters	0.22	gallons, Imp.

11.3 Imperial/Whitworth Conversions and Equivalents

Imperial/Whitworth to Metric Conversion

Imperial/Whitworth Size	Nearest metric Equivalent	Difference
5/32 AF	4mm	.001" larger
13/64 AF	5mm	.006" smaller
15/64 AF	6mm	.002" larger
9/32 AF	7mm	.005" smaller
5/16 AF	8mm	.003" larger
11/32 AF	9mm	.011" larger
7/16 AF	11mm	.004" smaller
1/4 BSW	11mm	.012" smaller
15/32 AF	12mm	.003" larger
1/2 AF	13mm	.012" larger
9/16 AF	14mm	.011" smaller
19/32 AF	15mm	.002" smaller
3/8 BSW	15mm	.009" smaller
5/8 AF	16mm	.005" larger
3/4 AF	19mm	.002" smaller
13/16 AF	21mm	.014" larger
1/2 BSW	21mm	.007" larger
7/8 AF	22mm	.009" smaller
15/16 AF	24mm	.007" larger
1" AF	25mm	.016" smaller
5/8 BSW	26mm	.014" larger
11/16 BSW	28mm	.002" larger
1.1/8 AF	29mm	.016" larger
1.3/16 AF	30mm	.006" smaller
3/4 BSW	31mm	.020" larger
1.1/4 AF	32mm	.009" larger
1.5/16 AF	33mm	.013" smaller
1.3/8 AF	35mm	.002" larger
1.7/16 AF	36mm	.020" smaller
1" BSW	38mm	.016" larger

British Imperial: Volume/Capacity

Unit	Relation to British Units	Equivalent to U.S. Units	Metric Equivalent
Pint	1/2 quart	1.201 pints	.5683 liter
Quart	2 pints or 1/4 gallon	1.201 quarts	1.137 liters
Gallon	8 pints or 4 quarts	1.201 gallons	4.546 liters

11.4 Wheel/Tire Sizes, Equivalents and Designations

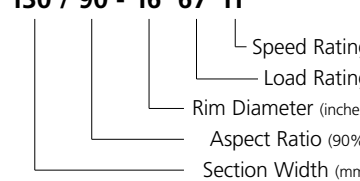
Rim Width Measurements

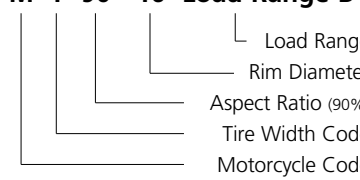
British	S.A.E
WM1	1.60"
WM2	1.85"
WM3	2.15"
WM4	2.50"
WM4.5	2.75"
WM5	3.00"
WM6	3.50"
WM9	4.25"

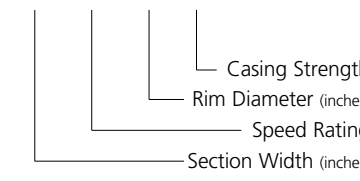
Front Tire Sizes and Equivalents

Metric	Alpha	S.A.E
180/90	MH90	2.50/2.75"
90/90	MJ90	2.75/3.00"
100/90	MM90	3.25/3.50"
120/80		4.25/4.50"
120/90	MR90	4.25/4.50"
130/90	MT90	5.00/5.10"

Tire Size Designation

Metric Designation
130 / 90 - 16 67 H


Alphabetical Designation
M T 90 - 16 Load Range B


S.A.E Designation
5.00 - H 16 4PR


Rear Tire Sizes and Equivalents

Metric	Alpha	S.A.E
110/90	MP85	4.00/4.75"
120/90	MR90	4.50/4.75"
130/80		5.00/5.10"
140/80		5.50/6.00"
140/90	MU90	5.50/6.00"
150/80	MV85	6.00/6.25"
150/90	MV85	6.00/6.25"

Speed Rating Chart

Maximum Design/Test Speed (mph)		
J Type	62	100
N Type	87	140
P Type	94	150
S Type	112	180
H Type	130	210
V Type	149	240
Z Type	149+	240+

11.5 Technical Insection Form

USCRA Pre-Race Tech Inspection Form

Riders: Please inspect your machines prior to tech inspection. Below is a checklist to assist you with safety compliance for USCRA racing. In addition, please be sure your machines are clean enough that all of the below items can be clearly seen by the tech inspectors.

Date:_____ Rider's name:_____

Rider's number:_____ Bike:_____

Safety Wiring

- | | |
|---|--|
| <input type="checkbox"/> Throttle cables | <input type="checkbox"/> Front fork pinch bolts |
| <input type="checkbox"/> Oil lines | <input type="checkbox"/> Exhaust nuts |
| <input type="checkbox"/> Brake cable, front | <input type="checkbox"/> Front axle, including nut |
| <input type="checkbox"/> Oil galley plugs | <input type="checkbox"/> Exhaust tail sections |
| <input type="checkbox"/> Brake cable or rod, rear | <input type="checkbox"/> Rear axle nut, inc. bolt |
| <input type="checkbox"/> Oil drain plug(s) | <input type="checkbox"/> Rear brake torque arm |
| <input type="checkbox"/> Brake caliper bolts | <input type="checkbox"/> Front brake torque arm |
| <input type="checkbox"/> Oil filler cap(s) | <input type="checkbox"/> Other_____ |
| <input type="checkbox"/> Brake arm bolts | |
| <input type="checkbox"/> Exhaust springs | |

Component Condition

Tires, front and rear:

- tread depth
- rubber condition

Wheels:

- Bearing play
- Spokes (intact and tightened)
- Metal valve stem caps

Brakes:

- Stopping power (individually)
- Lever free play and release
- Shoes/pads wear

General Machine Preparation

- No antifreeze in radiators
- Sidestand removed
- Centerstand removed
- Kickstart pedal removed
- Engine kill switch mounted and connected

Chassis:

- Steering head bearings play
- Swingarm bearings/bushings
- Catch pan construction and mounting (min. depth of 1"; absorbent pad in place)

Controls/Cables:

- Throttle return
- Throttle cable(s)
- No frayed wires, operates without binding
- Brake cable, front
- Brake cable, rear
- Clutch cable

- CB350 output shaft seal retainer installed
- Engine breather tube(s) end secured in closed container
- Camera (optional) securely mounted at two points

11.5 Disclaimer

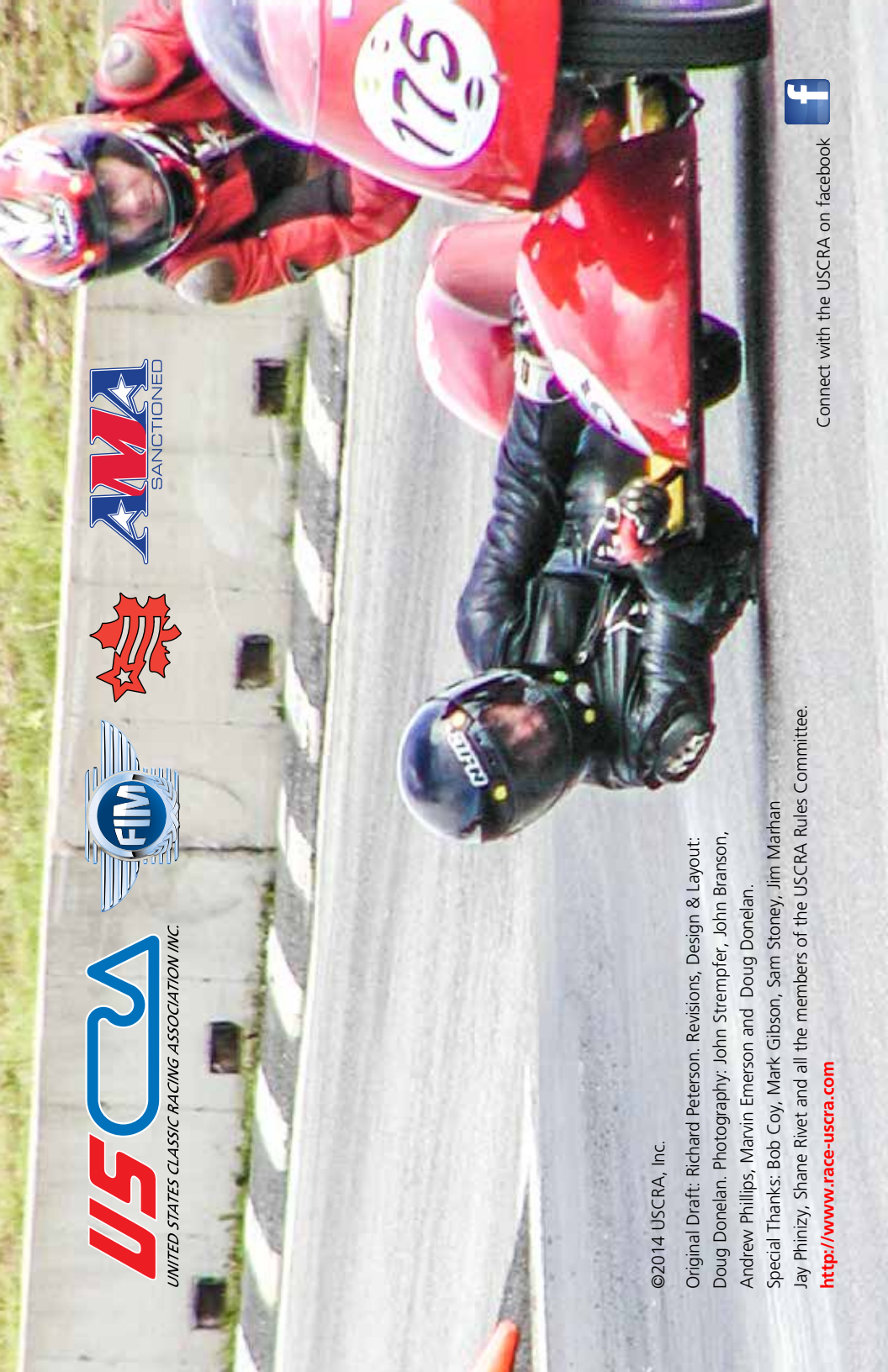
The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for said events. These rules shall govern the condition of all events, and by participating in these events all participants agree to comply with these rules. There is no expressed or implied warranty of safety resulting from the publication of or compliance to these rules and/or regulations. They are intended solely as a guide for the conduct of the USCRA and its events and in no way a guarantee against injury or death to a participant, spectator or official. Motorcycle racing is dangerous. Every competitor assumes, by his/her participation responsibility for all risks associated with motorcycle racing and shall hold harmless the USCRA, the Director and any/all other agents of the USCRA. Every competitor assumes, by his/her participation, responsibility and obligation to assess the safety aspects of facilities and individual conditions and must assume all risks, including injury or death.

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Original Draft: Richard Peterson. Revisions, Design & Layout: Doug Donelan. Photography: John Stremper, John Branson, Andrew Phillips, Marvin Emerson and Doug Donelan. Special Thanks: Bob Coy, Mark Gibson, Sam Stoney, Bruce Richmond, Jay Phinizy, Shane Rivet and all the members of the USCRA Rules Committee.
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