

AHRMA

Yamaha XS 650/750 kitted

10.5.4 REQUIREMENTS AND MODIFICATIONS FOR SPORTSMAN

- a) The frame must be a pre-73 production type (period tubing type). Frames by Trackmaster, Champion and Rickman are permitted; "Rob North" or Rickman roadrace types are not.
- b) The production street engine must be used.
- c) The stroke may not be changed.
- d) Weslake cylinder heads, or any other than stock, are not permitted. However, it is permissible to use a twin-carb head if it will interchange with no modifications (i.e., TR6 to T120).
- e) Exhaust pipes may be changed or moved for more ground clearance. TT pipes are allowed.
- f) Wheel rim diameter must be at least 18 inches and cannot exceed WM3 (2.153 inches) width. WM4 (2.53 inches) rear rims are allowed on 750s.
- g) Gearboxes may have up to five speeds.
- h) 350 and 500 Sportsman machines must use drum brakes.
- i) No fairings or streamlining allowed on Sportsman motorcycles.

750 Sportsman machines may use one front disc brake. Period-type fixed steel disc, maximum diameter 12 inches, two-piston caliper.

NOTE: See requirements of all roadracing motorcycles, beginning on page 30.

10.6 SIDECAR

The main frame of the outfit must retain part of a motorcycle frame originating before December 31, 1967. The frame may be cut down or altered to provide either a sitting or kneeling position for the driver. The frame must be of a round, tubular construction consistent with construction practices prior to December 31, 1967 (monocoque and stressed-skin construction are not allowed). The chair must have a front exit (the passenger will lean out in front of the chair wheel rather than from behind the wheel). The chair must be rigidly connected to the main frame of the outfit. Articulated outfits are not permitted.

10.6.1 ENGINES: Maximum displacement for this class is 750cc four-stroke or 500cc two-stroke, air-cooled twin. Engines produced before December 31, 1972 are permitted and a partial list is:

- a) Norton 750cc to '72 model year
Triumph 650cc to '72 model year (kitted to 750cc OK, no short-rod 750s)
BSA 650cc to '72 model year (kitted to 750 OK)
BSA singles (B44 and B50)
Honda 450cc DOHC (torsion bar valve spring models only)
BMW 750 through /5
- b) No superchargers or turbochargers
- c) All oil coolers and their lines must be mounted above the sidecar platform in full view of the passenger or driver.

10.6.2 CHASSIS: A sidecar is a three-wheel vehicle leaving two tracks with only the rear-most wheel driving. The two wheels forming a single track cannot be more than 3 inches out of line track center to track center (see FIM 10/23/78).

- a) The engine must be located in typical two-wheeled motorcycle fashion. The engine location must be between the front wheel and rear (drive) wheel, with engine centerline within 6.4 inches of the centerline of the front wheel.
- b) Steering shall be through the front wheel only. Handlebars must be fitted to the forks in standard racing fashion of the period.

- c) Suspension of the front and rear wheels of the motorcycle shall be arranged so that in the straight-ahead position, the wheel shall move in a single plane relative to the vehicle. Earles or telescopic forks only.
 - d) No suspension or steering of any kind on the sidecar wheel.
 - e) The suspension must have a minimum of 1.5 inches travel on both the front and rear wheels.
 - f) The chair can be located on either the left or right side.
 - g) The outfit wheel tracks cannot be less than 32 inches nor more than 44 inches.
 - h) Maximum overall width of the outfit is 72 inches.
 - i) Minimum ground clearance shall be 3 inches with the outfit fully loaded (including gas, oil, driver and passenger).
 - j) Minimum front and rear wheel diameter shall be no less than 15 inches; sidecar wheel no less than 10 inches in diameter. Maximum tire width (footprint) is 5 inches. Slicks are not permitted on any wheel.
 - k) Wire-spoke wheels are required, with rim width no wider than WM4. The sidecar wheel may be wire-spoke steel or aluminum alloy.
 - l) Rear swingarms are to be of conventional design and of period (before December 31, 1967) construction. Box section or aluminum alloy are prohibited.
 - m) Formula V racing car tires are permitted provided they meet the width rule. Treaded racing tires are suggested for the spirit of the class.
- 10.6.3 **BRAKES:** Brakes are required on the front and rear wheels. A brake may be used on the sidecar wheel. All brakes are to be operated only by the driver. Drum brakes only on the rear and on the chair. Front disc is permitted, though it must be of the period.
- 10.6.4 **MISCELLANEOUS:** A passenger handhold is required on the rear outside of the outfit, opposite the chair and to the back of the driver.
- a) Maximum fuel capacity is 10.56 gallons (40 liters).
 - b) All sidecars must be equipped with a functional electrical ignition switch mounted within reach of both driver and passenger. The switch must be able to stop a running engine, and turn off the entire electrical system. The switch's mounting plate shall be surrounded by a 1-inch square painted red.
 - c) The throttle must be self-closing via springs.
- 10.6.5 **FAIRINGS:** No part of the outfit, fairing included, may project forward more than 12 inches from the front edge of the front tire, nor more than 12 inches behind the rear edge of the rear tire.
- a) No part of the streamlining may be closer than 1 inch to any part of the front wheel, or closer than 2 inches to any part of the handlebar/controls at any time.
 - b) Both driver and passenger must be visible at all times.
 - c) Wings or spoilers of any type are prohibited.
 - d) The inside and outside of the chair wheel must be covered to protect the passenger.
 - e) A cover or shield must be placed over all drive chains and belts in a way that the passenger will not become tangled in them. Distributor, magneto and exhaust pipes also should be covered or shielded as necessary.
 - f) Fairings must be of the period.
- 10.6.6 **GENERAL:** Sidecars must comply with all other applicable AHRMA rules.

✓ RRA

10. P1 and P2 SIDECARS

All rules in Part A are applicable to all classes.

P1 CLASSIC SIDECAR 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:

10a. ENGINES: One or two cylinder, two or four stroke, built before 1968. Maximum 350cc two stroke, 650cc overhead valve, 750cc sidevalve. 5% overbore allowed.

Examples:

AJS 7R

BMW Rennsport, R50/5 and R60/5 w/OEM (stock) engine internals, maximum 26mm carburetors and four-speed gearbox

Ducati bevel drive single

Honda CB/CL450 w/OEM (stock) engine internals and OEM carburetors

Matchless G50

Norton Manx

10b. WHEELS: minimum 16 inch diameter front and rear, minimum 8 inch diameter on sidecar.

10c. TIRES: maximum 4.50 inch section width on front and rear, 4.80 inch section width on sidecar.

P2 SUPERVINTAGE SIDECAR 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:

10d. ENGINE: One or two cylinder four stroke, built before 1973 or like design. Maximum 750cc. Overhead valve or sidevalve only. Any period air cooled two stroke, single or twin cylinder, maximum 500cc. All engines in this class are restricted to stock valve sizes and stock (OEM) carbs except that aftermarket carbs, of period design, up to 34 mm may be fitted. 5% engine cylinder overbore allowed.

Examples:

BMW Rennsport, 4 speed/5 models, maximum 750cc

BSA 650

Ducati bevel drive 750

Honda twin 450cc and 500cc

Moto Guzzi 750

Norton Commando 750 (and 850 sleeved to 750cc)

Suzuki 500 T with stock internals, no TR 500 components

Triumph 650/750

Yamaha XS650 (may use 750 big bore kits)

Any period OHC single cylinder

10e. WHEELS: minimum 15 inch diameter on front and rear, minimum 8 inch diameter on sidecar.

10f. TIRES: maximum 125mm/5.00 inch section width on front, rear, and sidecar

RULES APPLICABLE TO P1 and P2 SIDECAR OUTFITS

10g. DESIGN: An outfit or sidecar is a three wheeled 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 two 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.

10h. DIMENSIONS: The two wheels forming a single track must be no more than three inches out of line, measured center to center. Maximum track is 44 inches and minimum track is 32 inches (center to center of tires). Maximum width of outfit 72 inches. Minimum ground clearance of three inches 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 40 litres (10.56 gallons). 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 inches. No part of the outfit may extend longitudinally more than 12 inches from the front and rear tires. Minimum clearance front tire to outfit 1 inch. 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 not be able to operate the controls.

10i. 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.

10j. SUSPENSION TRAVEL: Minimum 1.5 inch on front and rear wheels. Any sidecar wheel movement relative to platform is prohibited.

10k. OIL COOLERS: where fitted must be located so as to be generally visible to driver and passenger.

10l. GEARBOX: Applicable period components or functionally accurate reproductions only.

10m. WHEELS: Front and rear wheels must be of spoked construction, sizes as per specific class.

10n. TIRES: No slicks or slicks treaded after manufacture, sizes as per specific class.

10o. BRAKES: Working brakes on front and rear wheels mandatory; sidecar optional. Drum or single disc per wheel, 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.

10p. SAFETY: All pipes or exhausts otherwise terminating in a sharp edge must have a rolled edge added or a bull ring welded in place.

10q. SAFETY SWITCH: All outfits must be equipped with a functional master electrical switch mounted within reach of both driver and 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 1 inch surrounding the switch must be painted red and clearly identified "ON" and "OFF" for identification by track safety personnel.

10r. OIL CONTAINMENT: shall be by a liquid tight container around the bottom of the engine with a minimum of 3 quarts capacity. Oil absorbing material shall be in addition to the container. The front edge of the container shall be equal to or greater in height than the centre line of the engine crankshaft. All breather tubes from catch cans must be routed into the oil containment container.

10s. NUMBER PLATES: See Part A -- 2g. Colours must be as follows:

P1 - black numbers on white background

P2 - black numbers on yellow background

11. P3 SIDECARS

P3 SIDECAR OUTFITS are limited to outfits built up to and including 1982, 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:

11a. ENGINES:

four stroke - air cooled only, up to 900cc,

two stroke air or water cooled, maximum 3 cylinders, up to 750cc.

Engines are limited to units built up to and including 1982. 5% overbore allowed. All other engine components shall comply with P3 Superbike rules.

11b. CHASSIS: to be built of tubular or box section steel only. No stressed skin or monocoque construction with the exception of genuine or copies, in which case the owner shall provide proof of eligibility to the Technical Co-ordinator

11c. DESIGN: An outfit or sidecar is a three wheeled 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 may be one or two sided, of period design and materials. 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. Sidecar design may be front or rear exit and may be on the right or left hand side. 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.

11d. DIMENSIONS: The two wheels forming a single track must be no more than three inches out of line, measured center to center. Maximum track is 44 inches and minimum track is 32 inches (center to center of tires). Maximum width of outfit is 72 inches. Minimum ground clearance of three inches 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 40 litres (10.56 US gallons). Maximum engine offset (measured from a point equidistant between outer pistons to an imaginary line drawn between the centers of the front and rear wheels) 3 inches. No part of the outfit may extend longitudinally more than 12 inches from the front and rear tires. Minimum clearance front tire to outfit 1 inch. 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 not be able to operate the controls.

11e. BODYWORK: Sidecar wheel, rear wheel, and drive and primary chains must be adequately protected to preclude driver or passenger becoming entangled. Period 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.

11f. WHEELS: minimum 10 inch diameter on front, rear and sidecar, if magnesium wheels are fitted, they must have current crack test certification.

11g. TIRES: slicks and treaded tires are allowed. Tires must be correct fit and size for rim.

11h. SUSPENSION TRAVEL: Minimum 1.5 inch on front and rear wheels. Any sidecar wheel movement relative to platform is prohibited.

11i. OIL COOLERS: where fitted must be located so as to be generally visible to driver and passenger.

11j. GEARBOX: Applicable period components or functionally accurate reproductions only.

11k. BRAKES: Working disc brakes on front and rear wheels mandatory; sidecar optional but strongly recommended. Single or twin disc per wheel, provided that all disc brake components (disc rotor, caliper and master cylinders) are components (or functionally accurate reproductions) actually available in the applicable period. No floating rotors. Floating calipers are recommended to reduce the effects due to anti-dive characteristics of front end design. No four piston calipers. Friction linings and pads are unrestricted.

11l. SAFETY SWITCH: All outfits must be equipped with a functional master electrical switch mounted within reach of both driver and 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 1 inch surrounding the switch must be painted red and clearly identified "ON" and "OFF" for identification by track safety personnel.

11m. OIL CONTAINMENT: shall be by a liquid tight container around the bottom of the engine with a minimum of 3 quarts capacity. Oil absorbing material shall be in addition to the container. The front edge of the container shall be equal to or greater in height than the centre line of the engine crankshaft. All breather tubes from catch cans must be routed into the oil containment container. A low oil pressure light, visible to driver and passenger is required for all engines fitted with plain bearing crankshafts.

11n. SAFETY: All pipes or exhausts otherwise terminating in a sharp edge must have a rolled edge added or a bull ring welded in place.

11o. NUMBER PLATES: See Part A – 2g. Colours must be as follows:
red numbers on white background.

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.
3. Except as expressly provided: 5% increase in displacement permitted.

Exceptions:

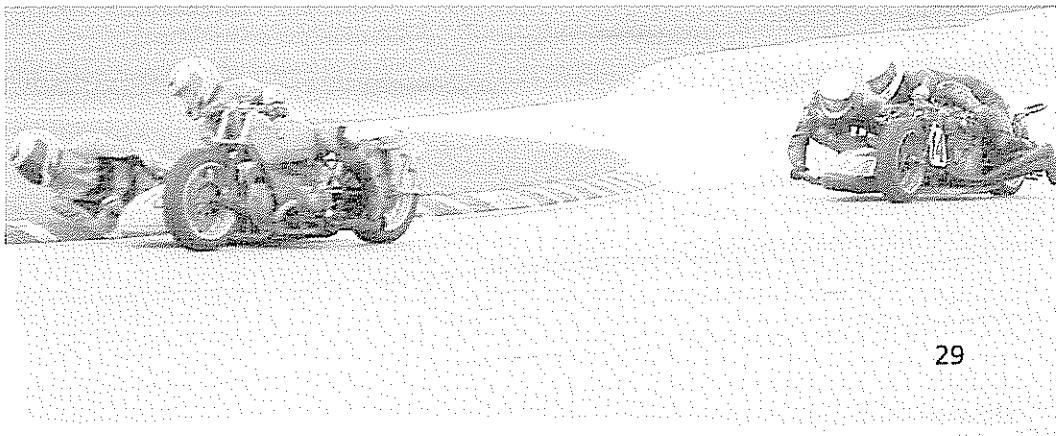
Matchless G50
Norton Manx
AJS 7R
BMW Rennsport

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

Ducati bevel drive single

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

Vincent 1000cc twins



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 650cc. 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 check with 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 stock carb venturi diameter only, except as explicitly excepted
4. Displacement: Except as expressly provided, 5% increase in displacement permitted.
3. 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

BMW /5. maximum 750cc (500cc and 600cc may use up to 32mm carburetors)

Note: BMW R75 restricted; No internal engine modifications are permitted. any carburetor of the period up to OEM size for that model only may be used, all gaskets must be in their original locations, all internal parts are to be OEM in type and configuration. Ignition / generating system may be modified or replaced. External engine castings may be modified for appearance only

BSA 650

Ducati bevel drive 750 restricted; No internal engine modifications are permitted. all internal parts are to be OEM in type and configuration with stock OEM carburetors

Honda twin 450cc and 500cc

Moto Guzzi 750

Norton Commando 750 (and 850 sleeved to 750cc)

Triumph 650/750 Any period OHC single cylinder

Yamaha XS 650, maximum 750cc

Note: Yamaha XS 650 restricted; Max capacity 750cc. No other internal engine modifications are permitted, all internal parts are to be OEM in type and configuration. Any carburetor of the period up to OEM size for that model only may be used. Ignition/generating system may be modified or replaced

Suzuki Titan (T500) w/stock internals, no removal of metal (NO TR500 components)

Any period two stroke, single or twin cylinder, air-cooled. maximum 500cc

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" 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 inches 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 inches. Minimum ground clearance of 3 inches 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 40 liters (10.56 gallons). 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 inches. No part of the outfit may extend longitudinally more than 12 inches from the front and rear tires. Minimum clearance front tire to outfit 1 inch. 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 have spoke construction. No slicks, or slicks treaded after manufacture.
8. Brakes: Working brakes on front and rear wheels mandatory; sidecar optional. Drum or single disc per wheel, 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. At the discretion of the Director, sidecar 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 Marshall 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 exclusion from racing.
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. These rules apply in addition to those listed in other sections of the RR:

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 than 45 consecutive minutes.
10. When entering the pit all machines must come to a complete stop. Marshall 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.