

10.30 INDEX

Designation: "SP" followed by bike number.

Reserved for street legal or non-street legal V-Twin motorcycles with any frame configurations. All entries must have the designated dial-in index.

Requirements and Specifications

1. ENGINE

Engine: Must be a V-Twin cylinder engine. Any configuration and engine is legal. Must be approved by Tech Inspector. Crankcase and all tanks containing fluids must have vent tubes routed to catch can or have a non-spill breather system on motorcycle. Any engine modifications are legal. Example: fuel injection, supercharger, E.F.I., turbo-charger, nitrous oxide, double engine, etc. Engine restraint system recommended for nitrous oxide engines.

Fuel: Gasoline, alcohol and nitrous allowed. No propylene oxide.

2. DRIVE TRAIN

Chain Guard: Must have chain or belt guard for primary and secondary drives.

Transmission: May be of any variety or manufacturer with any number of speeds. Must be approved by Tech Inspector. May have any variety of manufactured clutch. Belt drives are legal. Rear wheel drives may consist of any ratios and materials. Air shifters and automatic transmissions are legal as are other shifting devices.

3. SUSPENSION AND BRAKES

Brakes: Front and rear mandatory (disc or drum).

Controls: Handlebar controls must be located in safe, workable position. Footpegs and foot controls must be located in safe, workable position and must be mounted in a safe, craftsman-like manner. All controls must meet or exceed OEM equipment standards. Snap-back throttle return mandatory.

Suspension: Front suspension minimum size 30 mm and minimum travel of 2 inches. Rear suspension not necessary. Struts allowed.

4. FRAME

Frame: Any stock production or any style chrome moly or steel frame. Only mass produced aluminum frames allowed.

Ground Clearance: Minimum of 2 inches with rider on motorcycle and 10 p.s.i. in rear tire (includes exhaust and kickstand).

Wheel Base: Unlimited.

Wheelie Bars: Are legal and recommended. Motorcycles fitted with racing slicks must use wheelie bars.

5. WHEELS AND TIRES

Tires: Can be D.O.T. approved with 2/32 tread or specified for racing use by manufacturer. Any size is legal.

Wheels: Stock OEM wheels or aftermarket performance wheels. Any size.

6. BODY

Body: Stock OEM fenders and gas tank, or custom fenders and gas tanks are allowed but must be mounted and constructed in a safe, craftsman-like manner. Rear fender must cover the width of the rear tire and extend beyond the vertical centerline of the rear axle. Shells are legal.

Fairing: Allowed.

Seat: Stock OEM or seat with a step to prevent the rider from sliding backwards. (Motorcycle must have a manufactured seat on it.)

7. ELECTRICAL

Ignition: Any ignition system is allowed.

Charging System: Not necessary.

Starting System: Electric or kick, external starter. Battery top covers are required. No rollers. No push starts. No dry hops in pits.

Control Switches: Must be mounted and constructed in a safe, craftsman-like manner. Must have an emergency kill switch.

Computers: Only data gathering computers are allowed. No delay boxes or electronic throttle stops allowed.

Lights: Not necessary.

8. RIDER

Helmet: Full coverage helmets only! Must be Snell-2010 or ECE 22.05 approved. Eye protection required.

Protective Clothing: Full finger leather gloves, above the ankle leather boots, one piece or full circumference zippered leather suits are required. AHDR highly recommends reinforcement and/or armor in the knee, elbow, shoulder and knuckle areas.

9. TECH

Tech: All motorcycles must be teched in before practice. Motorcycle, rider and his protective gear must be present at tech area. Tech official will have final say on any unclear rule or equipment.