



SPECIAL CONSTRUCTION – A & APS

Qualifying & Record Certification Inspection

A & APS FRAME CHECK LIST

This inspection shall be conducted of the entry in the as-ran condition without any disassembly.

7.G Both A & APS frame classes must meet these requirements

- This entry is a purpose-built race bike, not a production bike with minor modifications.
- This entry is a factory-produced road racing or any other racing “works” model **which was not available to the public**

A special construction frame is unlimited in design except for the class requirements of this section.

- Bike has either a full APS fairing **or complies with two (2) of the following requirements:**
 - Two of more engines
 - **Engine** displacement greater than 3001cc
 - Seat base lower than top of rear tire with the rider seated on the bike
 - **Modification not permitted in the Modified Production class such as, engine and frame from different manufacturers, wheelbase extended more than 10%, rear foot pegs less then 150mm (6in) from the rear axle, a non-OEM frame, or if an OEM frame is used the perimeter-type frame cradle tubes have been modified, and/or spar-style main frame spars have been modified.** (Design items not permitted in the Modified Production class)
 - Centre hub steering *unless OEM*

7.G.1 FOOT RESTS:

- Footrests shall be provided and the location is optional.

7.G.2 OPTIONAL EXHAUST SYSTEMS:

- Exhaust pipes may not extend beyond the rear edge of the motorcycle.

7.G.3 NUMBER/CLASS DESIGNATION PLATES:

- If used, a separate number plate shall be located ahead of a vertical line thru the centreline of the rear axle.



A – OPEN CLASS

7.G.10 OPEN CLASS: – SPECIAL CONSTRUCTION - A

- This class is limited to purpose built “bare bones” race bikes stripped of all aero and street use parts.
- No streamlining is permitted in the Open Special Construction class. Streamlining is defined as any devices or objects forward of the rider (**see 7.A.7**) that have the apparent effect of directing, limiting, or controlling airflow around the motorcycle or the rider.
- The seat, tail section or fender does not extend more than 7.62 cm (3 in.) past the rear of the rear tire or cover any part of the wheel when viewed from the side.
- No part of the tail section shall be lower than the top of the rear rim, or over 91.44 cm (36 in.) from the ground, with the rider seated on the bike.
- It is possible to see all of the rider from either side. As viewed directly from above, it shall be possible to see all of the rider, in any and all riding positions except for the legs and feet.
- It is forbidden to use any transparent material to avoid the application of these rules.

A front fender is optional, and if used shall comply with the following:

- the front wheel and tire shall be visible from either side for a continuous 210 deg. of their circumference.
- The front of the fender shall not extend lower than 12.7 cm (5 in.) above a horizontal line drawn through the front axle.
- The perimeter of the fender shall not be farther than 4.445 cm (1.750 in.) from the tread.
- The sides of the fender may fair into the fork tubes or tire but shall not be over 5.08 cm (2 in.) wider overall than these parts.



APS – Partial Streamlined Class

7.G.11 PARTIAL STREAMLINING: - SPECIAL CONSTRUCTION - APS

- If a streamlined seat/tail section is used, it cannot extend further to the rear than 25.4 cm (10 in.) beyond the rear edge of the rear tire.
- No part of the seat/tail section may be more than 101.6 cm (40 in.) above the ground with the rider seated.
- No part of the seat/tail section behind the rear axle may be closer than 10.16 cm (4 in.) from the ground with the rider seated.
- It is possible to see all of the rider completely from either side, except the hands and forearms.
- As viewed from directly above it shall be possible to see all of the rider, in any and all riding positions, except the hands, forearms, legs and feet.
- It is forbidden to use any transparent material to avoid the application of these rules.
- Fairings or bodywork shall have a minimum of three (3) separate mounting points.
- No part of the fairing ahead of the front axle may be lower than the top of the front rim at the axle vertical centreline or be forward of the front edge of the rim.
- There shall be no streamlining forward of the front edge of the front rim.

Front fender is optional, and if used shall comply with the following:

- Front wheel and tire shall be visible from either side for a continuous 180 deg. of their circumference.
- The front of the fender may not extend lower than a horizontal line drawn through the front axle.
- The perimeter of the fender may not be further than 4.445 cm (1.750 in.) from the tire tread.
- The sides of the fender may fair in the fork tubes/sliders/tire but must not be over 5.08 cm (2 in.) wider overall than these parts. **For non-conventional designs not using fork tubes/sliders, fenders may be 5.08 cm (2 in.) wider on each side of the tire.**



A & APS ENGINE CHECK LIST

7.D.4 ENGINE DISPLACEMENT SPECIAL CONSTRUCTION

Allowable Engine Displacement Classes for the Modified Production Classes are shown in cubic centimeters:

50, 100, 125, 175, 250, 350, 500, 650, 750, 1000, 1350, 1650, 2000, 3000, 3001+

7.D.4 SPECIAL CONSTRUCTION can run in the following ENGINE CLASSES;

- BF Supercharged/Turbocharged Engine: Fuel
- BG Supercharged/Turbocharged Engine: Gasoline
- F Modified Engine: Fuel
- G Modified Engine: Gasoline
- PBF Supercharged/Turbocharged Push Rod Engine: Fuel
- PBG Supercharged/Turbocharged Push Rod Engine: Gasoline
- PF Push Rod Engine: Fuel
- PG Push Rod Engine: Gasoline
- VBF Supercharged Vintage Engine Fuel
- VBG Supercharged Vintage Engine: Gasoline
- VF Vintage Engine: Fuel
- VG Vintage Engine: Gasoline
- Ω Steam, Turbine or Electric

7.G.9 ENGINES:

A maximum of four (4) engines of unlimited displacement are permitted

ENGINE CLASS REQUIREMENTS – Use appropriate Engine class checklist

7.J. 5 CLASS FUEL - F:

- Shall be comprised of major parts and components designed primarily for use in motorcycle engines.
- Superchargers or turbochargers are not permitted.
- Fuel injection is permitted.
- No restrictions on fuel.

7.J.6 CLASS GAS - G:

- Shall be comprised of major parts and components designed primarily for use in motorcycle engines.
- Superchargers or turbochargers are not permitted.
- Fuel injection is permitted.
- Limited to event gasoline or an approved gasoline, see Section **2.B** .
- All nitrous oxide bottles, lines and solenoids shall be removed. Injectors may be removed or capped **7.B.21**



7.J.7 CLASS BLOWN FUEL - BF:

- Shall be comprised of major parts and components designed primarily for use in motorcycle engines.
- Supercharger or turbocharger is required and shall be mechanically or exhaust gas driven and shall pressurize the intake system above atmospheric pressure.
- Fuel injection is permitted.
- No restrictions on fuel.

7.J.8 CLASS BLOWN GAS - BG:

- Shall be comprised of major parts and components designed primarily for use in motorcycle engines.
- Supercharger or turbocharger is required and shall be mechanically or exhaust gas driven and shall pressurize the intake system above atmospheric pressure.
- Fuel injection is permitted.
- Limited to event gasoline. See section **2.B.**
- Water injection is allowed, but water tanks shall be inspected and sealed prior to each record run.
- All nitrous oxide bottles, lines and solenoids shall be removed. Injectors may be removed or capped **7.B.21**

7.J.9 CLASS PUSH ROD GAS - PG AND PUSH ROD FUEL - PF:

- Any motorcycle engine with push rod operated valves.
- The camshaft shall be located at least one crankshaft stroke below the OEM cylinder deck position or that utilize OEM pushrod length at least twice the crankshaft stroke.
- Replacement heads shall have the same number of valves as originally produced as a production engine.
- When competing in PG class. all nitrous oxide bottles, lines and solenoids shall be removed. Injectors may be removed or capped **7.B.21**
- When competing in PF class, there are no restrictions on fuel.

7.J.10 CLASS VINTAGE GAS - VG AND VINTAGE FUEL - VF:

For reasons of historical authenticity, vintage engine modifications are restricted to older technology levels as far as practical.

- Accordingly, in classes VF, VG, VBF and VBG newer technologies EFI, or electronic reactive ignition systems are not in keeping with the spirit of the Vintage classes and are not allowed.
- Shall be comprised of major parts and components designed primarily for use in motorcycle engines produced prior to 1956.
- Superchargers or turbochargers are not permitted.
- Mechanical Fuel Injection is permitted.
- Engines shall utilize OEM crankcase, OEM cylinders on flatheads and two strokes and OEM heads on OHV engines.
- Above components made after 1955 and exact reproductions may be considered legal in Vintage classes if they offer no competitive advantage. Pre-installation approval by the contest board is required. [Check log book.](#)
- Computers are allowed for data collection purposes only.



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- When competing in VG class. all nitrous oxide bottles, lines and solenoids shall be removed. Injectors may be removed or capped **7.B.21**
- When competing in VF class, there are no restrictions on fuel.

7.J.10.1 CLASS VINTAGE BLOWN FUEL - VBF AND VINTAGE BLOWN GAS - VBG:

For reasons of historical authenticity, vintage engine modifications are restricted to older technology levels as far as practical.

- Accordingly, in classes VF, VG, VBF and VBG newer technologies EFI, or electronic reactive ignition systems are not in keeping with the spirit of the Vintage classes and are not allowed.
- Shall be comprised of major parts and components designed primarily for use in motorcycle engines produced prior to 1956.
- A supercharger is required and shall be mechanically or exhaust gas driven and shall pressurize the intake system above atmospheric pressure
- Mechanical Fuel Injection is permitted.
- Engines shall utilize OEM crankcase, OEM cylinders on flatheads and two strokes and OEM heads on OHV engines.
- Above components made after 1955 and exact reproductions may be considered legal in Vintage classes if they offer no competitive advantage. Pre-installation approval by the contest board is required. [Check log book.](#)
- Computers are allowed for data collection purposes only.
- When competing in VBG class. all nitrous oxide bottles, lines and solenoids shall be removed. Injectors may be removed or capped **7.B.21**
- When competing in VBF class, there are no restrictions on fuel.

7.J.11 CLASS PUSH ROD BLOWN GAS - PBG AND PUSH ROD BLOWN FUEL - PBF:

- Any motorcycle engine with push rod operated valves.
- A supercharger is required and shall be mechanically or exhaust gas driven and shall pressurize the intake system above atmospheric pressure
- The camshaft shall be located at least one crankshaft stroke below the OEM cylinder deck position or that utilize OEM pushrod length at least twice the crankshaft stroke.
- Replacement heads shall have the same number of valves as originally produced as a production engine.
- When competing in PBG class. all nitrous oxide bottles, lines and solenoids shall be removed. Injectors may be removed or capped **7.B.21**
- When competing in PBF class, there are no restrictions on fuel.

7.J.13 CLASS Ω (OMEGA):

- An engine using a thermodynamic cycle other than Otto, Two Cycle or Diesel.
- Although electric motors are not a Thermodynamic Cycle they are allowed in this class.
- This class includes electric, steam and turbine engines.
- Entry shall comply with all applicable frame class requirements.



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- Entrant shall submit complete power plant details to the technical committee for safety evaluation at least 45 days prior to the meet in writing in accordance with the RULE DEVIATION procedure, Section **1.R.**

GAS / FUEL CERTIFICATION

- This entry is running in fuel class
- Gasoline is event gas in a sealed tank