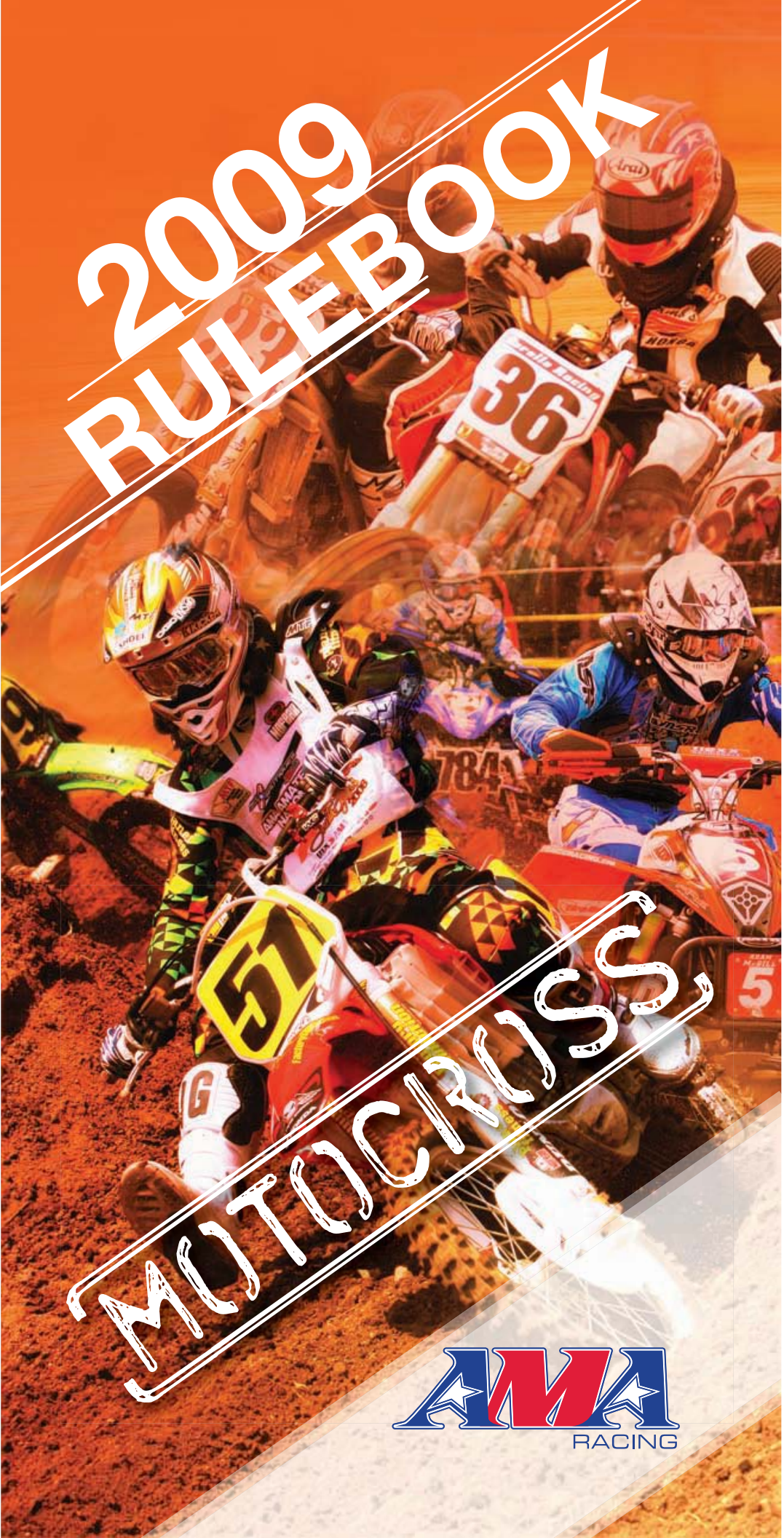
2009 RULEBOOK



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AMA RACING

d. Clutch plates, pistons and piston rings may be aftermarket items as long as they maintain the stock shape, design and material of the OEM parts.

e. High-compression pistons are not allowed.

f. All other internal engine components must be stock OEM parts.

g. Material may be added to the existing frame for strength, including welding. These changes shall not affect frame geometry.

h. OEM front and rear suspension can be altered with internal modifications only. Shock linkage and suspension spring rates may be changed to any commercially available part.

2. To be eligible for stock classes that use oil-injection systems, only oil may be put in the reservoir. Pre-mix gasoline is not allowed in the oil-injection system.

Any items not listed above may be changed or modified.

Violations of the stock class rules as determined by the protest process or by the referee of the event will result in a disqualification from the event. A second violation of the stock class rules will result in a disqualification from the event and a suspension from AMA competition for one year. However, if a violation is deemed by the referee to be cosmetic in nature, with no performance advantage or willful misconduct involved, he may issue a warning or fine in lieu of disqualification.

C. General Equipment Standards

Equipment used in sanctioned competition must meet the following standards, except as otherwise specifically provided for in this rulebook. When the rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same, so that the motorcycle components will perform in competition with safety.

1. Engines (Modified Classes)

a. All classes are considered modified unless stated otherwise. Motorcycles must use the crankcases of the production motorcycle motor. The use of sleeving, stroking or boring to change displacement classes is allowed. The actual displacement of a motor must be stamped on the side of the cylinder or engine case. The displacement of the motorcycle or minicycle may not exceed the class limit. The frame with which a rider has qualified may not be changed, though engines may be. Piston displacement may be measured using either of the following formulas:

(1) V=[pi]R2h; 2 indicates the number is squared; (pi) is 3.1416; R is 1/2 bore; and h is the measured stroke.

(2) V=B2(.7854)(h); B is bore and h is stroke. (Bore X Bore X 0.7854 X stroke X number of cylinders.)