

The 2011 Lodi Motorcycle Club Championship will run under the 2011 AMA Rulebook, with the following additional provisions:

PROTESTS

The 2011 LMC Championship is an AMA-sanctioned race series and as such any rider who either files a protest or has a protest filed against him/her and who desires further review of the outcome of such a protest may seek review of that protest through the AMA. Time limits apply, see the AMA Rulebook, Chapter 5 section E.

AMA appeals are conducted through the mail and involve a \$250 filing fee. In an effort to provide a less expensive and more local option for review of disputed protest decisions, the LMC has created a 3-member Appeal Committee of non-LMC members who have agreed to serve in the capacity of protest appeal reviewers. There is no charge for pursuing such a protest appeal, but as this Appeal Committee is not an AMA or district entity, there is no appeal available from its decisions. A rider who desires review of a protest decision must select either the AMA appeal process or the LMC Appeal Committee review; he/she cannot pursue both.

Should a rider elect to have his/her protest decision reviewed by the Appeal Committee, that rider must advise the LMC referee within 5 days of the referee's decision that Committee review is being sought. The referee will arrange for a Committee meeting and advise the riders involved of the date and time of such meeting. The Committee will listen to the riders, the referee and any witnesses and will issue a written decision, which is final.

100 NATIONAL

All machines entered shall be manufactured as a 125cc or less air-cooled four stroke mini-cycle. Maximum wheel size shall be 19-inch front and 17-inch rear. All entries must use original OEM crankcases. Frames must be manufactured as a mini-cycle frame or must have a maximum wheelbase of 52 inches. Engines must be normally aspirated and no exotic fuels are allowed (high octane race gas may be used). Modified engines may be modified in any manner to achieve total maximum displacement of 150cc.

STOCK CLASSES

Stock machines must remain in showroom condition to qualify as stock, with the following exceptions: removal or modification of carburetor jets, handlebars, sprockets, tires, chain, tubes, hand levers, shift levers, grips, suspension spring rates, removal of front fender, and spark plugs. Smaller wheels may be used to lower the machine to allow small riders to reach the ground. Larger wheels may not be used. Padding may be removed from stock seat, however, at least one (1) inch of padding must remain. No other modifications are allowed.

VINTAGE RULES

Preface. The purpose of racing Vintage motorcycles is two-fold. First to preserve obsolete racing motorcycles as close to the way in which they were used in competition, and second to actively compete on these motorcycles that were the backbone of motorcycle racing in the USA.

General Specifications: Applies to all motorcycles entered in Vintage classes at the Cycle Bowl, any differences for a specific class division will be listed in that class division. Motorcycles may be two or four stroke and must be in good working order. Any modifications must be in a workmanship manner and be consistent with the spirit of the period. Frames and swingarms must be in the same type of tubing, style, and manner as the original and or period. Front forks may be changed, though must be period. Shocks may be changed, and mono shock and cantilever rear suspension is prohibited unless original equipment. Gas shocks will be permitted, however, they must not have remote reservoirs, unless originally equipped. Minimum wheel diameter is sixteen inches; maximum rim width is WM3 (2.15 inches). Wire spoke wheels or period correct cast wheels are required. Engine modifications must be consistent with the spirit of the class and comply with AMA rules. Number of valves must stay as was available at the time of manufacture. Exhaust systems must comply with AMA sound limits. Transmissions must be as original, no

magnesium copies. Gear ratios may be changed; number of gears must be as original manufacturer. Brakes may be drum or disc type and may be updated, however disc brake calipers will not exceed the two-piston type (one each side).

The following machines are eligible regardless of year model:

- Harley Davidson 350cc (Aeramacchi)
- BSA twin, single or triple
- Honda CB72 or CB77
- Rickman, powered by H-D, Matchless, AJS or other period engine
- Triumph twin, single or triple (1984 or earlier)
- Velocette
- Norton
- Cooper
- Bultaco
- Yamaha twin, XS650
- Yamaha single TT/XT/SR 500, two valve engine
- Moto Morini Pushrod V-twin

Classes: Vintage, Vintage +50, Pushrod 500.

Vintage: Motorcycles manufactured thru 1978 model years. Specifications for rim width do not apply to this class. Cantilever and monoshock chassis may be used in this class only and must be of the same design as was available in 1978. Any conventional forks may be used, no inverted or upside down forks.

Vintage +50: All motorcycles must be vintage (1978 model year or earlier), rider age 50 or older.

Pushrod 500: **1.** Any air-cooled motorcycle of model year through 1978 using pushrods to actuate the valves and any flathead. **2.** Overhead valve: Up to 500cc (with overbores/overstrokes up to 525cc). **3.** Flathead: Up to 750cc (with overbores/overstrokes up to 790cc). **4.** Frames: Dual non-reservoir shocks on both sides of frame, maximum 36mm forks. **5.** Rider Structure: This class shall be run "heads up".

Advancement points- The LMC will award LMC rider advancement points and will advance riders according to the following schedule-

Sportsman-

"C"--less than 30 points. Plates are white with red numbers/letter.

"B"--between 30 and 70 points. Plates are yellow with black numbers/letter.

"A"--over 70 points. Plates are white with black numbers/letter.

Mini-

"C"- less than 20 points. Plates are white with red numbers/letter.

"B"- between 20 and 39 points. Plates are yellow with black numbers/letter.

"A"- over 40 points. Plates are white with black numbers/letter.

Points in races of 5 or more riders:

1st Place--2 points, plus points equal to the trophies given in that class.

2nd Place--Points equal to the trophies given in that class.

3rd Place--1 point less than the number of trophies given in that class.

4th Place--2 points less than the number of trophies given in that class.

5th Place--3 points less than the number of trophies given in that class.

In races of 4 or less riders, the points shall be given as follows:

4 riders- 1st=3 points, 2nd=1point

3 riders- 1st=2 points, 2nd=1 point

2 riders- 1st=1 point

Technical and safety-

If a rider is, for any reason, transported by either ambulance or private vehicle for medical care, whether any treatment is provided or not, once that rider leaves the grounds of the racetrack or meet facilities, that rider may not return for further competition in that day's events.

All machines must pass a technical inspection before entering practice and/or the event. All machines must be equipped with rubber covered foot pegs that fold backward at a 45 degree angle. Levers shall have ball ends at least 1/2 inch in diameter. Protruding sections of the shift lever, foot brake lever, side and stand bracket and rear brake operating rod must have a protective covering at least 1/4 inch thick. All machines must have an operating "kill" (ignition) button (or switch) on the handlebar or a compression release capable of stopping a running engine. All machines must be equipped with a rear fender, seat or mudguard mounted so as to extend to the rear to a point not less than a vertical line drawn through the axle of the rear wheel. All motorcycles must be equipped with operating brakes as follows: ST- must have rear brake only (except Brakeless exhibition classes). TT- must have rear brake, front brake optional but recommended. No part of the exhaust system shall extend past the rear of the tire. No headlights, tail/stop lights, license plates or holders, mirrors, center stands, or side stands will be permitted. All liquid cooled machines must have a closed cooling system. Ethyl glycol antifreeze may not be used. All oil drain plugs shall be safety wired.