MODIFIED PRODUCTION- M & MPS

QUALIFYING AND RECORD CERTIFICATION INSPECTION

M & MPS FRAME CLASS CHECKLIST

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

7.F Both M & MPS frame classes must meet these requirements.

The Modified Class is intended for "modified" production models and not purpose-built racing bikes.

- ☐ These classes include all On Road, On/Off Road and Off Road only models and limited production models (more than 50). **Check with Chief Inspector if not certain.**
- ☐ These classes do not include factory produced road racing or any other specialized racing or models. UNLESS AVAILABLE TO THE PUBLIC. **Documentation to verify public availability of non-standard models shall be made available by the competitor. No document = no record**
- ☐ An OEM frame
- ☐ The engine is from the same manufacturer as the frame
- ☐ Steering head angle may be altered but must remain in its original location. Perimeter type frame engine cradle tubes must remain unmodified.
- ☐ Spar-style main frame spars must remain unmodified.
- ☐ A single engine with maximum displacement limited to 3000cc.
  A maximum wheelbase not to exceed the original OEM specification plus 10**%. If it appears questionable, measure the wheelbase and compare to the original specification.**
- ☐ Handlebar grips and rider seating position shall be above the top of the rear tires with the rider seated, unless original OEM design.
- ☐ Gas tanks, if not original equipment to the production model, shall have a minimum capacity of 5 liters or 1.32 gallons.
- ☐ OEM lights, instruments, fenders, gas and oil tanks, seat, forks, swing arm, shocks, brakes and wheels are optional.

7.F.1 FOOT RESTS:

- ☐ Shall be ahead of the rear axle at least by 15.24 cm (6 in.) **If it appears questionable, measure them**

7.F.2 OPTIONAL EXHAUST SYSTEMS:

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

7.F.4.1 FRONT FENDERS: A front fender is optional, and if used shall comply with the following:

- ☐ The front wheel and a portion of the tyre 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 but shall not be over 5.08 cm (2 in.) wider overall than these parts.

7.F.4.2 REAR FENDERS:

- ☐ Rear fenders shall extend rearward to a point not less than a vertical line drawn through the rear axle. **If it appears questionable, use the long level from the trailer.**
- ☐ A seat that covers the rear wheel to the vertical line may substitute for the fender requirements.

7.F.7 FORKS:

- ☐ Centre hub steering and equivalent or derivative of this design is not permitted in this class unless factory produced for the model.

OPEN CLASS – M

7.F.11 MODIFIED PRODUCTION - OPEN CLASS - M

- No streamlining is permitted in the open motorcycle 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 rider.
- There shall be no streamlining other than a seat, tail section or fender to the rear of the rider's body **7.B.12**
- A front number plate cannot be mounted in a way that provides a streamlining benefit.
- The seat, tail section or fender may not cover any of the wheel when viewed from the side. **7.B.12**
- Neither the seat, tail section or fender can extend further to the rear than a vertical line at the rear edge of the tyre **7.B.12**
- Neither the seat, tail section or fender can be more than 36 inches from the ground wit the rider seated on the bike **7.B.12**
- Un-modified OEM air inlet scoops, OEM instruments, OEM instrument panels and/or OEM headlights mounted with un-modified OEM mounts in the OEM location are allowed in the Open class and *therefore* meet the non-streamlining rule.
- Motorcycles using non-OEM instruments, or OEM instruments not using OEM mounts, must be mounted within an area defined as no farther forward than 15.24 cm (6 in.) in front of the leading edge of the upper triple clamp nor more than 10.16 cm (4 in.) above the top of the upper triple clamp nor more than 5.08 cm (2 in.) below the top of the upper triple clamp nor wider than 2.54 cm (1 in.) outside of each fork tube.
- Side number plates, if used, shall be located behind the rider, ahead of a vertical centerline and above a horizontal centerline of the rear axle 7.B.2

7.F.12 MODIFIED PRODUCTION - PARTIAL STREAMLINING –MPS:

The following rules apply to motorcycles not using OEM components (or replicas of those components), or using a fairing, bodywork or tail section on a production model that was not originally equipped with the components used.

- No part of the fairing ahead of the front axle may be lower than the top of the front rim at the axle vertical centerline or be forward of the front edge of the rim.
- The front wheel and a portion of the tyre 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.
- There shall be no streamlining forward of the front edge of the front rim.
- There shall be no streamlining other than a seat**,** tail section or fender to the rear of the rider's body, and the seat, tail section or fender may not cover any of the wheel when viewed from the side.
- If a streamlined seat, tail section or fender is used it cannot extend further to the rear than a vertical line at the rear edge of the rear tire or be more than 91.44 cm (36 in.) from the ground with the rider seated on the bike.
- It shall be 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.
- The OEM fairing, bodywork and tail section for the specific production model THAT EXCEEDS THE ABOVE are allowed**.**
- Fairing and tail section shall be mounted in a conventional manner and all bodywork pieces shall be mounted in their original relationship to each other.
- Replacement non-OEM fairings, bodywork and tail sections shall be an exact replica of the OEM parts.
- Side number plates, if used, shall be located behind the rider, ahead of a vertical centreline and above a horizontal centerline of the rear axle **7.B.2**

M & MPS ENGINE CHECKLIST

7.D.4 ENGINE DISPLACEMENT M & MPS

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 MODIFIED PRODUCTION 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

This inspection shall be conducted of the entry in the as-un condition without any disassembly. The inspection must be conducted before engine displacement certification.

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**.**
- 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.
- 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