

RACING CONT.

Formula II riders in the nation already have a Superbike or Formula I license, which means they cannot cherry pick. Also, because of having two Modified classes, neither one has been able to obtain the credibility it needs.--it has been a problem with scoring, and it has been an absolute nightmare for announcers, being everybody has a yellow plate.

3. STOCK PRODUCTION

The Formula II lightweight riders will no longer be allowed in Stock Production. This class will consist of Amateur only. To strengthen this class, the minimum cc has been dropped to 500cc. This has now allowed the Ducati 500 and 600 Pantahs and the new Yamaha Vision to come in ... all three, which have proven that they are capable of competing against their 1,000cc

In summary, what we have done is taken our two weakest classes (GP and Stock Production) and strengthened them, and kept Modified Production (which has not been a problem) intact and primarily for Amateurs.

4. THE NO. 1 OVERALL NAT'L. CHAMPION

The #1 plate and the Mechanic of the Year Award will go to the class winner with the highest number of points in the 1983 season. He will be allowed to carry the #1 plate with him the following year, even if he switches classes.

5. MOVING RIDERS UP IN CLASS

If a rider in Stock Production averages first or second place in points on the number of races he has attended, he will be mandatorily moved up to Modified Production. No Amateur rider will be mandatorily moved into Grand Prix.

6. PRACTICE

The AMA has been notified that the B.O.T.T. will receive equal practice time as the professionals in 1983.

7. PROTESTS

The first three bikes in Stock Production will automatically have a top end pull-down at Daytona. At all succeeding Nationals, by request of the AMA officials or an R.A.C. officer, one motorcycle from SP will be picked at random for top end pull-down; therefore, it is advised that SP riders have in their possession a factory service manual on that particular machine that they are riding, to prove legality. If the information is not present, the bike will be impounded until a manual can be obtained from a dealer the following day.

8. PURSES

The purse for 1983 will be \$2,000. Of course we are hoping that the purse at Daytona Speedway during Speedweek will be considerably higher.

9. CONTINGENCY....GOOD AND BAD NEWS!

The good news is, the AMA has promised a "pull all stops" on obtaining an exclusive contingency sponsor and additional contingency sponsors (both in cash and products). The AMA will also mail to you the participants, along with your pre-entry form, the purse and purse breakdown and contingency sponsors. Contingency forms will also be made available at tech. I have myself personally mailed to the AMA approximately 40 additional after-market manufacturers. Along with this, the AMA will contact all companies listed on file with them. This will include manufacturers, after-market manufacturers, tire and oil companies. Additional good news is that BMW will continue their contingency point fund for 1983.

Now for the bad news. In November of 1981, Reno Leoni called Mike DiPrete to inquire on contingency for the B.O.T.T. He was informed that there will be none. We took this to believe that the AMA could not obtain contingency; it has just now been learned to date that Mr. Jim Patterson of BMW was told by Mike DiPrete not to put

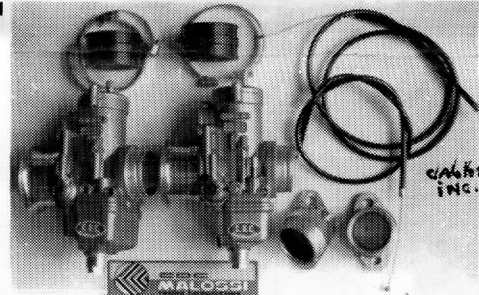
up any contingency for the B.O.T.T. in 1982. So, we can pretty well assume that Mr. Mike DiPrete deliberately tried to squash any efforts to support the B.O.T.T. in 1982. And, if I may use my own conjecture, Lin Kuchler (the past Executive Director of the AMA) was right - he should have fired Mike DiPrete before he quit!

****LAST MINUTE B.O.T.T. UPDATE****

Well would you believe the B.O.T.T. rules for 1983 are finally completed, and this is the way they look: First of all, Rider Qualification - in the GP and MPE class there are no changes. MPA and SP: Will be limited to Amateur ONLY. In MPA and SP, if a rider averages second place, or better within five races, he will be automatically advanced to MPE in the forthcoming season for '84. In regard to rule changes, this will apply to only two classes; First, GP: This year, it will be allowed to run "one of a kind" heads, engine, or entire bike (provided it has been submitted to the AMA-RAC for approval.

For the first time this year the Overall National Championship will go to the rider with the highest number of points (regardless of class).

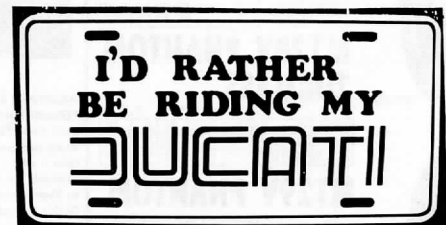
The RAC will try to hold to a minimum purse of \$2,000 for next year and a "bargain basement" minimum of \$1,200. The AMA is soliciting contingency for the B.O.T.T. So far we have confirmation from BMW of \$15,000. We will also be getting contingency from Yamaha and Harley-Davidson, but we have not received a letter yet on confirmation of the amount. There is also a very excellent conjecture that we have picked up an exclusive sponsor for the B.O.T.T. in 1982. This, of course will be a minimum of \$20,000. All riders wishing additional information and confirmation on contingency, purses, the next schedule and pre-entry forms should by all means write to: Mr. Hugh Fleming, Activities Director, American Motorcyclist Association, PO Box 141, Westerville, OH 43081, Phone: 614-891-2425.



DELLORTO RACING CARB. KITS

You get two carbs, 32MM, 34MM, 36MM, 38MM, 40MM, 2 velocity stacks, 2 inlet manifolds, 2 inlet carb/manifold rubbers, 4 hose clamps, 1 Malossi sticker. Stock Ducati carbs go for \$250 to \$270 a pair for carbs alone. These carbs are presently used and recommended by Reno Leoni/Jimmy Adamo Racing Team by NCR, and they are used by the majority of Ducati racing teams worldwide. They are the best kits available anywhere today!

PRICE: \$295 + \$4 USA Dollars, \$336 + \$4.80 Canadian Dollars. Canada Residents can use USA prices when they use US currency. Overseas \$280 + \$720 Air Mail Shipping.



DUCATI CAR TAG

It's made of metal not plastic. The border is pinstriped in black, "I'd rather be riding my" is in black lettering and Ducati is in bright red. It's great for meeting other folks that ride Dukes while you are riding in your car or truck. Show those other guys you have some class, you ride a Ducati. Price: in the USA \$3.50, Canadian currency \$4.20, and overseas \$5.00. Prices include shipping and handling. Mail check or money order to the D.I.O.C., PO Box 22814, Ft. Laud. Fla. 33335. jDUCATI PINS: