

Newsletter - February 1983

Next Meeting: Friday February 25 at 8:00pm

North York Public Library, 5126 Yonge St., Willowdale (1mi. N. of Hwy. 401).

Guest Speaker : **Mike Duff** with slides of his European GP career highlights.

March Meeting: Friday March 25, same time and place as above.

Final Election Results:

Tom Faulds, election returns officer, reported results of the elections at the last club meeting. The officers subsequently met to consider the remaining appointments. The full slate of officials, including appointees is shown below. Tom added in his remarks to the meeting that the election process itself had been an unqualified success. Over 60 ballots were submitted, many from great distances. He felt that by using a mail ballot, we had gathered a much more representative vote than would have been possible in a meeting. Also, we had better fulfilled our obligation to involve all club members in the decisions affecting the club's future. The meeting thanked Tom for a job well done.

1983 Executive Roster:

President	Phil Mahood , 39 Glory Cr., West Hill, Ont. M1E 2B9 (ph.284-3865)
Vice-President	Warren Wheeler , 1436 Highbush Trail, Pickering, Ont. L1V 1N5 (ph. 839-2517)
Comp. Coord.	Ken Morgan , 7080 Copenhagen Rd. Unit 81, Mississauga, L5N 2C9 (826-8015)
Tech. Chrmn.	Tom Pope , 16 Mansfield Cr, Whitby, Ont. L1N 6T4 (ph. 579-8193)
Treas. & Memb.	Manzi Warwick , 1870 Spruce Hill Road, Pickering, L1V 1S7 (ph. 839-7464)
Past President	Doug Warwick , 1870 Spruce Hill Road, Pickering, L1V 1S7 (ph. 839-7464)
Press & PR	Bill Mathison , R.R. #1 Georgetown, Ont., L7G 4S4 (ph. 877-8289)
Social Events	Barbara Dale , 7080 Copenhagen Rd. Unit 81, Mississauga, L5N 2C9 (821-2482)
Newsletter Ed.	Ralph Ridley , 14 Purple Sageway, Willowdale, Ont., M2H 2Z5 (ph. 496-1331)
Rec. Secr.	Ruth Hodge , 27 Henry St., Georgetown, Ont., L7K 2K5 (ph. 877-8572)

Down East Invitation:

Tom Faulds informs that the Nova Scotia vintage club has invited the VRRRA to put on a vintage race at the CMA National road race in Nova Scotia on June 25,26. The race organizers will waive entry fees for vintage racers and chip in \$700 for travelling expenses to be divided among any VRRRA entrants. Sounds like a great way to combine a family holiday and some good racing at a different venue. If you are interested in competing, please return the enclosed form to me by mail or in person at the next meeting. I gather we will need a minimum number of people committed up front to see this happen, so please do not delay your decision long.

Reminder:

Memberships will expire March 31. Don't leave sending in your renewal too late!

Cheers, Phil

From Ken Morgan's Desk:

Tentative Schedule of Events - 1983

Daytona

Mar. 6	Savannah, Ga.	practice & machine prep.	tentative
Mar. 7	Daytona	registration	
Mar. 8	Daytona	scrutineering	
Mar. 9	Daytona	Vintage Race	AMA rules

Ontario

Apr. 16	Shannonville	RACE riders school #1	Required for rookies
Apr. 17	Shannonville	RACE riders school #2	
Apr. 23/24	Shannonville	Dunlop series	Period I Classic only
May 14/15	Shannonville	Dunlop series	Period I Classic only
May 21/23	Mosport	Vin. Superbike series	All classes
June 25/26	Nova Scotia	CMA National	To be announced
Jul. 2/3	Shannonville	Dunlop series	Period I Classic only
Jul. 10,11	Mosport	Vin. Superbike series	All classes
Jul. 16/17	Shannonville	Dunlop series	Period I Classic only
Jul. 23/24	Shannonville	VARAC Vintage Fest.	Period I Classic only
Aug. 13/14	Shannonville	Dunlop series	Period I Classic only
Aug. 27/28	Shannonville	VRRRA event (Dunlop)	All classes
		Vin. Superbike series	
Oct. 8/9	Mosport	Vin. Superbike series	All classes

Notes:

1. Dunlop Series - 4 of 6 events including Aug.27/28
2. VRRRA Vintage Superbike Series - 3 of 4 events including Aug.27/28
3. All first time competitors will be required to show a certificate of completion of RACE school to get a RACE license, according to Jack Boxstrom. Forms for registration in the school are available from the president or call RACE. A RACE license is required to compete in all Shannonville events with the exception of Aug. 27/28 and July 23/24 weekends where VRRRA membership is sufficient.
4. The new class, Period 2 Vintage Superbike (a.k.a. Super Vintage), will be run at the three Mosport events plus the VRRRA weekend of Aug. 27/28. It will not be part of any other events this year. At Mosport it will be run concurrent with our older machines. Because of Mosport's physical dimensions, this will not create practical problems of crowding, etc. It will allow us to build the class in 1983 without the pressure of having to field a large number of entries in the initial outings. There is already lively interest in the class, so please spread the word. Vintage Superbike is here in 1983.

Technical Regulations:

The technical regulations for 1983 have gone through two drafts and have been presented to the members twice for scrutiny at general meetings. All suggestions have been incorporated and we thank those who participated in the process. We are now sure that they will suffice for this year and they are considered to be in their final form. Special thanks to the outgoing Technical Committee headed by Tom McGill for the many hours they spent on the new class in particular. You have all served the club and the sport well as evidenced by the support that our rules now enjoy. Tom Pope takes over a well organized function. We wish him similar success.

Vintage Road Racing Association

Rules and Regulations

Effective January 31, 1983

The following rules and regulations are intended to aid the VRRRA membership in their efforts to preserve, display, and demonstrate touring and Grand Prix racing motorcycles as they were in the historic era known as the Vintage years.

It should be noted that although classes are defined in these regulations, there is no obligation on behalf of the VRRRA or the race organizers to run all defined classes in a VRRRA event. Matters of race organization are beyond the scope of these regulations. Competitors are advised to contact the VRRRA executive, well in advance, for information about which classes will be supported at a given event.

1) Hard and fast rules for the preparation of machines for vintage racing are difficult to lay down and enforce. It is hoped that club members and all others involved in the preparation of machines for racing will interpret the rules in the proper spirit and intent.

2) It is appreciated that with older machines that are out of production, parts have to be altered and possible non-standard parts substituted. Any external modifications should be in keeping with the rest of the machine and be consistent with safety. This aspect should be born in mind with respect to the following rules and regulations.

3) GENERAL DESCRIPTIONS

- A) **Early Vintage;** touring motorcycles to 500cc manufactured before December 31, 1949.
- B) **Period I Classic Vintage;** thoroughbred Grand Prix or street motorcycles, two-stroke or four-stroke, having a maximum model year of 1967.
- C) **Period II Vintage Superbikes;** thoroughbred Grand Prix motorcycles to 750cc, two-stroke or four-stroke, having a maximum model year of 1972.

4) DEFINITION and CLASSES

A) Early Vintage

Touring motorcycles up to 500cc manufactured before December 31, 1949, and conforming to street class regulations (refer to 5B). This class specifically excludes GP racing machines, (ie. Manx, 7R, G45, KTT, etc.) and excludes upgraded machines.

B) Period I Classic Vintage

GP or street class motorcycles having a maximum model year of 1967, two-stroke or four-stroke with the following exceptions regardless of model year.

- BMW Rennsport, R50, R60, R69S (no /5 or later series)
- BSA twins to 650cc
- Ducati singles
- Greeves Silverstone
- Harley-Davidson KR, ER, and CR roadracers
- Honda CR, CB, and CL twins to 500cc
- Rickman GP Road Racing chassis powered by H-D CR or ER, G50, or 7R
- Seeley G50 or 7R
- Royal Enfield
- Triumph twins to 650cc
- Velocette
- Yamaha TD-1A, B, or C (no updating beyond TD1C specification)

Period I Classic Vintage machines will be classed according to the following capacities:

Lightweight	up to 250cc
Junior	251cc to 350cc
Senior	351cc to 500cc
Unlimited	501cc and over

C) Period II Vintage Superbike

Thoroughbred GP racing motorcycles to 750cc, two-stroke or four-stroke, having a maximum model year of 1972 including the following machines:

- Bultaco TSS Series
- Harley-Davidson XR750, KR750
- Honda CR350, CR750
- Kawasaki H1R, H2R
- Suzuki TR250, TR500, TR750
- Yamaha TD2, TD2B, TR2, TR2B, TD3, TR3 (air-cooled models only)

Other Grand Prix racing motorcycles of historic interest will be eligible provided their performance and appearance meets the standards of GP racing machines of this era. Examples include ex-works BSA and Triumph racers, Ducati 750 SS, Laverda SFC, and Norton 750 PR, etc.

All machines will run in one class as in *formula libre*.

The minimum engine displacement allowed in this class is 240cc.

Note: Street motorcycles with minor modification will not be eligible.

5) SPECIFICATIONS

A) Early Vintage - as per Period I Classic Vintage below.

B) Period I Classic Vintage

1) **Racing**

Any machine originally, specifically manufactured for racing or a machine subsequently modified and prepared purely for racing. All modifications allowed provided they conform to the regulations and vintage intent.

2) **Street**

Machines as originally built and supplied by the manufacturer specifically for road use. Modifications are restricted to improvement of brakes but these must be standard items. Modern Brake linings may be used. All street machines must conform to the current Ontario Highway Traffic Act construction and usage regulations. The maximum allowable cylinder overbore from original standard engine specifications is .060 inches. Lamp glasses must be either removed or taped. Generator drives may be disconnected and batteries may be removed.

3) **Drum brakes only** are allowed on any machine.

4) All classes may substitute modern **treaded** racing tires with rims to suit.

5) **Number plates** must be black numbers on white background.

6) No Components are allowed that fall outside the era of the machine

No disk brakes,

No cast wheels,

No slick tires or modified racing slicks.

C) Period II Vintage Superbike

1) Any machine originally and specifically manufactured for racing or a machine subsequently modified for racing. Minor modifications, in the interests of safety, are permitted providing they conform to the regulations and vintage intent.

2) Major engine updating to non-period specification not permitted.

3) **Frame and Swinging Arm** must be either proprietary parts made for road racing during the period or shall be of tubular construction and of a style and type in use in the period. In this case, the swinging arm must be of a conventional style, each leg being constructed of a single tube and the movement controlled by suspension units mounted on each leg at either side of the rear wheel by the rear axle.

5. SPECIFICATIONS continued.

C) Period II Vintage Superbike continued

- 4) Forks must be of the type and model used within the period.
- 5) Rear Suspension Units shall not have remote or external reservoirs.
- 6) Wheels must be of a wire spoked construction with a minimum rim diameter of 18 inches and a maximum rim width of WM4.
- 7) Brakes of a make and type manufactured in the period, including disks.
- 8) Tires must be new, treaded, and of a 5.25 inch (140mm) maximum width.
- 9) Tanks, Seats, and Fairings shall be of a racing style or pattern in use during the period.
- 10) Engines, castings, and other external parts must be of the same appearance as the items used during the period.
- 11) Carburetors are without size restriction but must be of a type and model in use during the period.
- 12) Ignition systems are without restriction.
- 13) Gearboxes, Transmissions, and Final Drive shall be of a type and model used in the period and must retain the original external appearance. There are no restrictions on internals. Belt drives, if used, must be totally concealed from view.
- 14) Number Plates must be black numbers on a "Highway Yellow" background for Period II Vintage Superbikes.

6) GENERAL MACHINE REGULATIONS (applicable to all machines)

- A) It is intended that modifications be carried out to upgrade a machine. Downgrading of racing machines is not permitted.
- B) All motorcycles must use gasoline pump fuel as supplied by the track or service station. This specifically excludes: gasahol, alcohol, nitro, R.D.I., or any combination of these elements.
- C) All machines must conform to the applicable C.M.A./R.A.C.E. regulations.
- D) Machines must be acceptably clean and tidy as presented for scrutineering.

7) EQUIPMENT

A) Riders

Competitors must wear CMA /RACE approved riding equipment consisting of leather gloves, leather jacket, leather pants, and leather boots of a minimum height of 8 inches from the top of the sole and overlapping the pants. Approved racing helmets, approved face shields, or goggles with soft-padded rims. This equipment must also be worn for practice. Racing helmets must have the manufacturer's original certificate of approval for Snell 80 only.

B) Machinery

All machines must be fitted with properly working complete clutch, gearbox, brakes, integral ball-ended brake and clutch levers. On racing machines, the rear wheel must have an efficient cover extending back at least to a vertical line through the rear axle. Racing machines must be equipped with an effective cover over the top run of the front drive chain.

C) Tires

Competitors must ensure that the tires fitted to their machines are of a suitable specification to cover the factors of racing weight, and capacity. The scrutineer will reject any machine which, in their opinion, does not have adequate tires. Retreaded tires are not permitted.

Note: 7A and 7B are subject to updating by CMA / RACE rules and regulations.

8) PROCEDURES

- A) It is the responsibility of the competitor to provide reasonable proof as to the age of either the machine, or the components of the machine, in the event that the eligibility of either is questioned by the technical committee.
- B) Exceptions to the rules may be made at the discretion of the Technical Committee. The Committee will have the final decision as to the interpretation of the technical regulations.
- C) Requests for clarifications or exceptions to the preceding rules must be made to the Technical Committee, in writing, no later than 30 days prior to a race meeting. Entrants are advised to clarify exceptions before construction. No track-side, race-day exceptions will be considered.
- D) Any machine that has been damaged in an event must be re-scrutineered before returning to the track for practice or subsequent racing events.
- E) Any machine running with loose or hanging parts that endanger the competitor or other competitors will be "black-flagged" and subject to re-scrutineering.
- F) In any events where the VRRRA is invited to participate, VRRRA regulations shall apply.

Technical Committee: