

AN INTRODUCTION

THE VINTAGE ROAD RACING ASSOCIATION (V.R.R.A.) was formed in 1980 by a group of enthusiasts whose main interests were the collection and preservation of vintage racing motorcycles and the use of these machines in racing events. The motorcycles range from vintage street machines prepared for racing, through factory build Grand Prix racers from the late forties to early seventies. Various classes have been formed to accommodate such a wide variety of machines.

VINTAGE ROAD RACING ASSOCIATION (V.R.R.A.) RULES AND REGULATIONS

Revision: March 1996

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.

NOTE: Suggestions for changes to the Rules and Regulations must be submitted in writing to: Chairperson, Technical Committee by August 31st of each year. These will be reviewed by the Technical Committee prior to discussion at the annual meeting of the VRRRA.

V.R.R.A. RULES AND REGULATIONS

INTERPRETATION

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**.

MODIFICATIONS

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 must be in keeping with the "period look" of the rest of the machine and be consistent with safety. This aspect must be borne in mind with respect to the following Rules and Regulations. Check with the technical committee before substituting non-standard parts.

SUMMARY OF THE VINTAGE RACING CLASSES

1. EARLY VINTAGE*: Motorcycles manufactured before December 31, 1949.

2. PRE-65: Motorcycles of a maximum model year 1964. There are two displacement classes: 350cc and 500 cc.

3. PERIOD ONE CLASSIC VINTAGE: Maximum model year 1967. GP racing class style motorcycles. Any machine originally manufactured for roadracing, or a machine subsequently modified for roadracing.

There are six classes:

200GP*
250GP
350GP
500GP
Open GP
Classic Sidecars*

4. PERIOD TWO VINTAGE SUPERBIKE: Maximum model year 1972. Any machine originally manufactured for roadracing or a machine subsequently modified for roadracing .

There are 4 classes: 200GP

Lightweight Supervintage (formulated)
Heavyweight Supervintage (formulated)
Supervintage, Sidecars *

PLEASE NOTE: Classes marked with an asterisk(*) are not normally run in conjunction with the race series held at Shannonville. These classes are normally only run at special events the VRRRA is involved with known as the AM-CAN series. For more information please contact a club executive.

VINTAGE CLASS RULES:

1. EARLY VINTAGE

1a. Motorcycles manufactured before December 31, 1949.

1b. No updating beyond December 31, 1949.

2. PRE- 1965 Motorcycles must be of a maximum model year of 1964. The intent of this class is to provide a venue motorcycles that are generally not competitive in Period 1 and also to encourage the reappearance of older racing motorcycles in a forum where they can compete against machines having similar performance capabilities.

THERE ARE TWO CLASSES OF PRE-65, 350 cc and 500 cc.

Maximum engine displacement is 350 cc and 500 cc. Side valve engines with a maximum displacement of 750 cc may run in the 500 Class.

Note: No bumping allowed from 350 to 500 class. No machine may be purposely modified to a capacity which extends beyond the upper or lower boundaries of its natural displacement class in order to attain eligibility to the other class.

2a. ENGINES: Must be naturally aspirated. The maximum allowable cylinder overbore is 5% above the class displacement limit.

2b. PRIMARY DRIVES: Primary drives may be of chain, belt or gear type construction. The top portion of the chain/belt on the primary drive and the portion of the chain/belt on the rear half of the clutch must have an adequate protective guard.

2c. GEARBOXES AND FINAL DRIVES: Must be of a style and type available during the pre-65 era.

2d. CARBURETORS: Carburetors of a style and type available up to the end 1967 are permitted. NO post-period smoothbores or flat-slide carbs are allowed. Carburetors using power jets or any form of accelerator pump are not permitted.

2e. IGNITION SYSTEM: Ignition systems eligible for pre-65 include magneto and battery/coil. Electronic ignition systems are permitted, provided they are concealed from view.

2f. EXHAUSTS: Must be of a style and type in use during the period. The silencer portion, where fitted, is excluded from the period appearance requirements.

2g. FRAMES: Must be of an original style and type from the period, suitably prepared for racing (removing street hardware etc). Extra bracing typical of the period is permitted. Replicas of period frames are permitted.

Pre-65 cont...

2h. SWING ARMS: Must be of an original style and type from the period. Bracing in the form of additional tubes forming a trusswork is NOT permitted. Replicas of period swingarms are permitted.

2i. FORKS: Forks of a style and type available up to the end of 1967 are allowed in the pre-65 class. The maximum stanchion (fork tube) diameter may not exceed 35 mm. Fork legs must not have disc brake mounting lugs.

2j. REAR SHOCKS: Rear shocks of a style and type available up to the end of 1967 are allowed in the pre-65 class. However, upside down shocks, shocks with air fittings, remote or external reservoirs are not permitted.

2k. WHEELS: Must be wire spoked and must not be smaller than 18 inch diameter. Rim widths shall not exceed WM 4 (2.50) on the front or rear.

2l. BRAKES: Drum brakes only are permitted and must be of style and type from the pre65 era. In no case shall the drum diameter exceed 8.5 inches.

2m. TIRES: Must be treaded and in very good condition. NO slicks, hand-cut slicks or retreads are permitted. Maximum width is 130 mm as stamped by the manufacturer of the tire. Check with the tire manufacturer for the proper size tires for your rims.

2n. BODYWORK: (Tank, seat, fairing) Shall be of a style and type used during the period. Stock seat is permitted but hump back racing type is preferred. For example: No post period seats or fairings such as TZ Yamaha are allowed.

2o. HANDLEBARS: Must be a racing or production style available up to the end of 1967.

2p. NUMBER PLATES:	Class	Numbers	Background
	350cc	White	Blue
	500cc	Black	Yellow

EXAMPLES OF TYPICAL MOTORCYCLES ELIGIBLE FOR THE CLASS:

Triumph -- 500 Twin	BSA 500 Twin
BSA Gold Star -- 350/500 Singles	BSA 441 Single
Honda Super Hawk -- 2501305	Yamaha YDS -- 2501305
Manx Norton -- 3501500	Velocette -- 3501500
Norton -- 500 Twins	Norton ES2 -- 500 Singles
AJS / Matchless -- 500 Singles	Indian / Harley -- 750 Side Valve
Aermacchi -- Long Stroke only	Ducati Singles -- Narrow Case

Pre 65 cont...

SPECIFIC EXCLUSIONS AND EXCEPTIONS

- Short stroke Aermacchi engines are not permitted.
- The Alan Taylor Velocette Special is allowed.

NOTE: If you are unsure of machine or component eligibility, please contact the Technical Chairman.

3. PERIOD 1 CLASSIC VINTAGE:

GP racing class or street (production) class motorcycles having a maximum model year of 1967, two stroke or four stroke.

PERIOD ONE STREET CLASS:

Machines as originally built and supplied by the manufacturer specifically for road use. Modifications are restricted to improvement of brakes, footpegs and handlebars but these must be period in appearance. Modern brake linings may be used. Lamp glasses must be either removed or taped. Generator drives may be disconnected and batteries may be removed.

NOTE: THIS CLASS, ALTHOUGH STILL IN THE RULEBOOK, IS NOT BEING RUN AT THIS TIME.

PERIOD ONE GP RACING CLASSES:

Motorcycles must be of a maximum model year of 1967 two stroke or four stroke. Any machine manufactured purely for racing, or a machine subsequently modified and prepared purely for racing. Modifications are allowed, provided they conform to the regulations and Vintage intent of the following specifications.

SIX CLASSES OF GP RACING CLASS:

200 GP - up to 200cc

250 GP - up to 250cc

350 GP - 251cc to 350cc

500 GP - 351cc to 500cc

Open GP - 501cc and over

Classic Sidecars * See separate sidecar section for rules

Period One cont....

3a. ENGINES: Must be naturally aspirated, having a maximum model year of 1967. Engines may be internally updated, but must be of the same external appearance as the items used during the period. Big bore kits (for unlimited class) may be used provided they were available in the period. The maximum allowable cylinder overbore (except for unlimited class) is 5% **above the class limit**.

3b. PRIMARY DRIVES: May be of chain, belt or gear type construction. The top portion of the chain/belt on the primary drive, and the portion of the chain/belt on the rear half of the clutch, must have an adequate protective guard. Norton Commando primary drive and clutch may be used in Period 1. For safety reasons, the technical committee recommends total enclosure of the primary drive.

3c. GEARBOXES AND FINAL DRIVES: Shall be of a type and model used during the period, and must retain the original external appearance. There are no restrictions on internals.

3d. Carburetors are without size restriction, but must be of a type and model used during the period. Typically accepted carburetors are: Amal 76 and 276, Monobloc, Mkl Concentric, TT, RN, GP, and Mk11. Also accepted is the round-slide VM style Mikuni as used on early Yamaha racing motorcycles. Genuine period smoothbores are permitted. Lectron type (flat slide) and post-period smooth-bore carbs are not permitted. Carburetors using power jets or any form of accelerator pump are not permitted.

3e. IGNITION SYSTEMS: Include magneto and battery/ coil. Electronic systems are permitted, provided they are concealed from view.

3f. EXHAUSTS: Must be of a style and type in use during the period. The silencer portion, where fitted, is excluded from the period appearance requirements.

3g. FRAMES: Frames must be of an original style and type from the Period and must be of round tubular steel construction, with the exception of the Greeves Silverstone with the original racing frame. No mono-shock type frames except Vincent frames. Replicas of Period frames are permitted.

3h. SWING ARM: The swing arm must be of an original style and type from the Period, must be of round tubular steel construction and must be of a conventional style. Each leg must be constructed of a single tube. The movement must be controlled by suspension units mounted on each leg of the swingarm at either side of the rear wheel by the rear axle. Period swingarms that deviate from this rule are allowed, but only on frames they were originally designed for. For example, Greeves Silverstone, Manx Norton.

Period One cont...

3i. Forks must be of a type available during the period. Air dampening is permitted only on Velocette Oleomatic units. Post-period anti-dive devices are not permitted. Maximum stanchion diameter is 35mm, unless the motorcycle was originally equipped with a larger fork diameter in which case the forks shall be of the original type e.g. Rickman.

3j. Rear Shocks: Must be of a style and type from the period. Shocks with air fittings, remote or external reservoirs are not permitted.

3k. Wheels: Must be wire-spoked with a minimum rim diameter of 17 inches and a maximum rim width of WM 4 (2.50).

3l. Brakes: Drum type only are permitted on front and rear wheels.

3m. Tires: Must be treaded and in very good condition. No slicks, hand-cut slicks, or retreads are permitted. Maximum width is **130mm**, as stamped by the manufacturer of the tire. Check with the tire manufacturer for the proper size tires for your rims.

3n. BODYWORK: (Tanks, seats, fairings) Must be of a racing style or pattern in use during the period.

3o. HANDLEBARS: Must be clips-ons or flat bars with a maximum rise of 2 inches over standard mounting position.

3p. FOOT CONTROLS: Must be of the "rearsset racing style"

3q. NUMBER PLATES: Must be T x 11" oval or rectangular in size. Numbers must be minimum 7." high by I" stroke. Colours must be as follows:

Class	Numbers	Background
200 GP	White	Black
250 GP	White	Green
350 GP	White	Blue
500 GP	Black	Yellow
Open GP	Black	White

NOTES ON PERIOD 1:

No components are allowed that fall outside the period of the machine. Disc brakes, cast wheels, slick tires or modified racing slick tires are not permitted.

NO bumping within the period is allowed. Example 250cc class to 350cc class.

NO machine will be purposely modified to a capacity which extends beyond the upper or lower boundaries of its natural displacement class in order to attain eligibility to another class of the same period.

TWO STROKES may not use later cylinders.

Period One cont...

HONDA CB/CL/SL/350 twin cylinder machines, in order to be eligible for Period 1 GP, are limited to stock original equipment engine internal and external parts as originally fitted to these models. No parts designed for another model of Honda or any other motorcycle may be used. In addition, no aftermarket components are allowed. Carburetors must also be stock original equipment as fitted to these models. Ignitions must be stock, as originally fitted . NO MODIFICATIONS WHATSOEVER by any machining or chemical process may be made to the engine, intake tract, carburetors, or any other engine component. The only modifications allowed are the removal of the electric starter alternator components and the fitting of a racing style exhaust. The rolling chassis must be of a racing style as per Period 1 rules. Correspondingly, modified Honda CB/CL/SL 350 twin cylinder machines which deviate from the use of stock original equipment engine components are now moved to the Period 2 Supervintage Lightweight class.

EXCEPTIONS AND EXAMPLES: The following examples and exceptions are permitted in Period 1.

Any road-based Aermacchi (Harley Sprint) 250 or 350cc four-stroke single up to and including 1974, drum brakes only.

BMW Rennsport, R50, R60, R69s and R75/5 (Maximum displacement 750cc equipped with drum brakes.)

BSA 441 & B50 (no 4-valve heads will be permitted)

BSA twins to 650cc

Bultaco -all motors/bikes drum brake models through 72.

Ducati singles

Greeves Silverstone

Harley-Davidson KR, ER, and CR roadracers

Honda CB/CL/SL 350cc with drum brakes (see note above)

Honda CR, CB, and CL twins to 500cc (torsion bar head models only)

Laverda 750 SF, drum brake models

Montessa all drum brake models

Norton 750cc Commando with drum brakes only

Ossa all drum brake models

Jawa 2-valve, four-stroke single cylinder speedway engines through 1978. No overhead camshafts permitted. The engine must be mounted in a period touring or roadracing frame, and must not use total loss engine lubrication.

Rickman CR Road Racing chassis powered by H-D CR or ER, G50 or 7R

Seeley G50 or 7R

Royal Enfield

Suzuki T250, T350 & GT 250 (with Ram-Air removed) with drum brakes only

Triumph twins to 650cc

Velocette

Yamaha TD-1A

4. PERIOD 11 VINTAGE SUPERBIKE-

Maximum model year 1972. Any machine originally and specifically manufactured for road racing or a machine subsequently modified for racing. All equipment unnecessary for road racing must be removed from the machine. (lights, horns, stands, etc). Street motorcycles with minor modifications will not be eligible.

FOUR CLASSES OF SUPERVINTAGE

200 GP: - up to 200cc. NOTE: This class is not normally run as part of the RACE series and therefore machines eligible for this class would then run in Lightweight Supervintage.

Lightweight Vintage Superbike:

125cc 2-stroke

250cc twin cylinder 2-stroke

360cc single cylinder 2-stroke

360cc twin cylinder 4-stroke

360cc single cylinder 4-stroke

350cc four cylinder 4-stroke

Heavyweight Vintage Superbike:

Two stroke engines are limited to a maximum of 750cc plus 5% overbore. Four stroke overhead camshaft engines are limited to a maximum of 750cc plus 5% overbore. Four stroke push rod engines are limited to a maximum of 850cc plus 5 % overbore.

Supervintage Sidecars * See separate sidecar rules.

4a. ENGINES: Must be naturally aspirated, having a maximum model year of 1972. Major engine updating to non period specification is not permitted. Castings and other external parts must be of the same appearance as the items in use during the period. Maximum allowable overbore is 5% above the class limit.

4b. PRIMARY DRIVES: May be of a chain, belt or gear type construction. At a minimum, the top portion of the chain/ belt on the primary drive and the portion of the chain/belt on the rear half of the clutch must have an adequate protective guard. For safety reasons, the Tech Committee recommends using total enclosure of the primary drive.

Period Two cont...

4c. GEARBOXES AND FINAL DRIVES: Shall be of a type and model used during the period, and must retain the original external appearance. There are no restrictions on internals.

4d. CARBURETORS: Are without size restriction, but must be of a type and model used during the period. Post-period smooth-bore carbs are not permitted.

4e. IGNITION SYSTEMS: Are without restriction. Yahoo!

4f. EXHAUSTS: Must be of a racing style in use during the period. (1968-1972). The silencer portion, where fitted, is excluded from the period appearance requirements.

4g. FRAMES: Must be of an original style and type from the period and must be of round tubular steel construction, with the exception of the Greeves Silverstone with the original racing frame. No mono-shock type frames except Vincent frames.

4h. SWING ARM: Must be of an original style and type from the period. (Including dimensions) Must be of round or rectangular tubular steel construction. Each leg must be constructed of a single tube. The movement must be controlled by suspension units mounted on each leg of the swingarm at either side of the rear wheel by the rear axle.

4i. FORKS: Must be of a type available during the period. Post period anti-dive devices are not permitted. Maximum stanchion diameter is 38mm, unless the motorcycle was originally equipped with stanchions of a larger diameter.

4j. REAR SHOCKS : Must be of a style and type from the period. Remote or external reservoirs are not permitted.

4k. WHEELS: Wheels must be wire-spoked construction, with a minimum rim diameter of 17 inches and a maximum width of WM4(2.5") for the front and WM5(3") for the rear.

4l. BRAKES: May be of drum or disc design, but must be of a make and type manufactured during the period, including rotors.

4m. TIRES: Must be treaded, and in very good condition. No slicks or hand-cut sticks. Maximum width 140mm, as stamped by the manufacturer.

4n. BODYWORK: (Tanks, seats and fairings) Must be of a racing style or pattern in use during the period. No lumber!

4o. HANDLEBARS: Must be of a racing style or pattern in use during the period.

4p. FOOT CONTROLS: Must be of the "rearset racing style".

Period Two cont...

4q. NUMBER PLATES: Must be 9 " x 11 " oval or rectangular in size. Numbers must be minimum 7 " high by 1 " stroke. Colours must be as follows:

Class	Numbers	Background
Under 200:	White	Black

LightweightVintage

Superbike:

125cc	White	Black
250cc	White	Green
350/360c	White	Blue

Heavyweight

Vintage Superbike:

350cc machines	White	Blue
500cc machines	Black	Yellow
750/850cc	Black	White

EXCEPTIONS AND EXAMPLES: The following examples and exceptions are permitted in Period 2.

Harley-Davidson XR750, KR750

Honda CR350(modified), CR750, MT 125R air cooled, CB400F,

Kawasaki H1R, H2R, H1, H2, S1,S2, S3, KH 400.

Miles Engineering Triumph triples built as a replica to the Triumph factory team machines used from 1969 to 1972

Suzuki TR500, TR750, GT500, GT750, GT550

Yamaha TA 125, TD2, TD2B, TR2, TR2B, TD3, TR3 (air-cooled models only)

Norton 850cc Commando

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.

NOTES ON PERIOD TWO

NO machine will be purposely modified to a capacity which extends beyond the upper or lower boundaries of its natural displacement class in order to attain eligibility to another class of the same period.

5. GENERAL MACHINE REGULATIONS (applicable to all machines)

- 5.A It is intended that modifications be carried out to upgrade a machine. Downgrading of racing machines to street class is not permitted.
- 5.B All motorcycles must use commercially available gasoline. This specifically excludes: gasahol, alcohol, nitro, R.D.I., or any combination of these elements.
- 5.C All machines must conform to the applicable R.A.C.E./CMA safety regulations.
- 5.D Machines must be acceptably clean and tidy as presented for scrutineering.
- 5.E Where noise restrictions are in force, the V.R.R.A. will follow the rules of the track. **All machines** must conform to the noise rules in effect at the track.

6. EQUIPMENT

6.A Riders

Competitors must wear R.A.C.E./CMA approved riding equipment consisting of leather gloves, leather jacket, leather pants, and leather boots to a minimum height of 8 inches from the top of the sole and overlapping the pants. Two-piece leathers must be securely fastened at the waist (**zipped together, not taped**). Road racing helmets must be full-faced units, with approved shatter resistant face shields. Helmets must also be certified by the manufacturer as Snell 90 approved, by having a sticker affixed to the helmet which states that it meets or exceeds this standard. Riders are prohibited from using damaged helmets. It is the responsibility of the rider to select a Snell 90 helmet which will provide appropriate protection. While the VRRRA, in the interest of safety stipulates Snell 90 certified helmets, it neither endorses nor guarantees specific products or manufacturers. Riders must rely on their own judgement in the selection of a Snell 90 helmet for safety and durability.

Note: As of Jan 1/ 97 the RACE organization will require Snell 95 approval.

6.13 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. The top portion of the chain/belt on the primary drive, and the portion of the chain/belt on the rear half of the clutch, must have an adequate protection guard. (Note: US/AMA require **total** enclosure.)

6.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 scrutineers will reject any machine which, in their opinion, does not have proper tires. Retreaded tires are not permitted.

Note: 6A and 6B are subject to updating by R.A.C.E. and V.R.R.A. Rules and Regulations.

7. PROCEDURES

7.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.

7.B Exceptions to the rules may be made at the discretion of the Technical Committee according to the Technical Committee policy and subject to Executive approval. The Committee has the final decision as to the interpretation of the technical regulations, and is responsible for enforcement of the same on race day. Exceptions to displacement classes are at the discretion of the competition chairman on race day.

7.C Requests for clarifications or exceptions to the preceding rules must be made to the Technical Committee, in writing and including a photograph of the motorcycle 1 components in question, 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.

7.D Any machine that has been damaged in a event must be re-scrutineered before returning to the track for practice or subsequent racing events.

7.E Any machine running with loose or hanging parts that endanger the competitor or other competitors will be "blackflagged" and subject to re-scrutineering.

7.F In any events where the VRRR is invited to participate, VRRR Rules and Regulations shall apply. Example: RACE events at Shannonville.

7.G Protests

7.G. 1 All formal protests will be governed by VRRR/RACE rules, and must be filed with the Technical Committee Chairperson on, in his/her absence, with a member of the Technical Committee.

7.G.2 Eligibility protests are considered a minor protest, and must be accompanied by a \$10.00 cash deposit.

7.G.3 Major protests involving an engine teardown and/or disassembly of the motorcycle require a \$50.00 **cash** deposit, plus cost of parts rendered unusable.

7.G.4 Protests must be lodged by a rider participating in the event / class.

7.G.5 Protests must be filed within 20 minutes of the posting of the official results.

7.G.6 Should the protest be ruled in favour of the person protesting, the cash deposit shall be refunded. Should the protest not be upheld, then the cash deposit shall be awarded to the person/motorcycle that has been protested.

7.G.7 Should the owner/rider refuse protest inspection, then the machine and rider will be disqualified from the event and the rider will lose all accumulated series points for that year.

7.G.8 Competitors in vintage classes caught using an oversized engine will be penalized by disqualification in that class at the particular event and **win** lose all accumulated series points for the particular year.

7.G.9 When the VRRRA tech committee decides to open an engine to confirm size without a formal rider protest and the machine is found to be legal the VRRRA will pay for the cost of gaskets plus the \$50.00 protest fee. If the machine is found to be illegal the regular penalty in 7G8 applies.

7.G.10 FINES FOR MISCONDUCT OF A RIDER/OWNER/PIT CREW

The VRRRA executive may levy fines not exceeding one hundred dollars against a rider/owner/pit crew should they create a situation that could jeopardise the safety of event goers and/or organizers or compromise the security of the VRRRA and its executives/ membership in any way. Refusal to pay the fine would result in the disqualification of the rider/bike/owner/pit crew from the event and from all future VRRRA events until restitution is made.

7.H The following is a checklist offered as guidance in preparing racing motorcycles for scrutineering.

This list has been prepared from track-based experience. Some items have been added to the lockwire list so we will be compatible with R.A.C.E., A.H.M.R.A., and A.M.A. rules and for safety.

ENGINE, GEARBOX AND RELATED COMPONENTS (where fitted)

Check for:

- engine in tune and for loose fasteners
- engine oil level (wet sump)
- gearbox oil level
- clutch secure and adjusted
- engine and gearbox mounting plates and fasteners tight
- primary chain adjusted and lubricated
- primary chain master link clip installed in proper direction
- no oil leaks
- oil filler cap wired
- all drain plugs, caps or covers on engine and transmission group which will drain oil if loosened must be lockwired
- inspection covers on engine and gearbox tight
- all vents from engine and gearbox piped to catchbottle
- all oil- lines secured and ends clamped so as to prevent line from sliding off of fittings
- all oil line fittings tight (wired where possible)
- fuel lines secured by safety wire or gear clamps
- no leaks in fuel system
- carburetor fasteners tight
- carburetor tops tight
- carburetor float bowl drains lockwired
- exhaust pipes secure and wired
- megaphones or expansion chambers secured
- exhaust system, fairing and footpegs mounted to allow adequate ground clearance for road racing
- exhaust systems must be securely mounted: all mounts and brackets must be lockwired and, where possible, there should be a second system securing the pipes.

Add any specials for your particular machine (e.g. gas in the tank!).

REAR WHEEL AND RELATED COMPONENTS (where fitted)

Check for:

- excess tire wear
- tire pressure
- spokes tight
- rim straight

- valve cap on (metal, not plastic)
- wheel balanced
- wheel balance weights secure
- axle nut lockwired or cotter-pin
- brake stay bolts lockwired or cotter-pin
- brake adjusted and effective
- brake cable or brake rod not damaged or worn
- brake pedal and pivot secure
- chain adjusters secure
- wheels in line
- front and rear sprocket retaining hardware secure
- final drive chain lubricated and adjusted
- master link clip installed with open end of clip at trailing end of master link (clip should be safety-wired) rear fender secure

FRONT WHEEL AND BRAKE, FRONT SUSPENSION, HANDLEBARS, CONTROLS AND RELATED COMPONENTS (where fitted)

Check for:

- excess tire wear
- tire pressure
- spokes tight - none broken
- rim straight
- valve cap on (metal, not plastic)
- wheel balanced
- wheel balance weights secure
- wheel bearings not worn
- axle nut lockwired or cotter-pin
- axle clamps tight and wired (lower fork leg)
- fork leg drain plugs wired, unless countersunk in the fork leg, in which case tape wrapped around the fork leg and covering the drain will suffice
- forks dampen and rebound (no leaks)
- adequate oil in the forks
- fender secure
- front brake adjusted and effective
- front brake cable(s) lubricated
- front brake cable(s) not frayed or damaged
- brake stay bolts lockwired or cotter-pin (locknuts or retaining plates are acceptable)
- upper and lower crown pinch bolts and fasteners tight
- clip-ons or handlebars tight
- throttle snaps shut without assistance at any steering position
- adequate clearance between the front brake lever and the throttle housing on hard application of the brake
- kill switch operating and wiring secure

- handgrips tight on the bars (make sure they do not get loose when bars are wet!)
- steering head bearings properly adjusted and not binding or loose
- steering stops fitted to prevent clip-ons, handlebars, or controls from contracting fuel tank or fairing at full steering lock in either direction
- clutch lever, brake lever, and throttle housing secure on handlebars
- clutch cable nipples and barrels not worn
- clutch cable not frayed or damaged at either end

FRAME, STREAMLINING AND RELATED COMPONENTS (where fitted)

Check for:

- all lenses, reflectors or glass removed or duct-taped
- fairing mounts and fairing secure
- fairing not interfering with operation of the machine
- no jagged edges on fairing or windscreen
- all stands removed
- number plates regulation size and colour (see V.R.R.A. Rules)
- numbers regulation size and colour (see V.R.R.A. Rules)
- no cracks or visible damage to frame or swingarm
- swingarm pivot tight and lockwired
- rear suspension mountings tight and lockwired
- oil filter mounts tight and filter secured by lockwire or other means
- oil tank drains and banjo bolts lockwired
- oil tank filler cap lockwired or secured by mechanical device that will prevent it from opening or unscrewing
- adequate oil in tank
- catch container empty and secure
- battery and battery box secure
- battery charged
- wiring secured and not frayed
- seat mounts secure

I would like to extend special thanks to the following people for their divine guidance in rewriting this rulebook at the sacrifice of several weekends.

Ken Livingstone
 Mary McCaw
 Steve Brown

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